DEPARTMENT OF THE NAVY
COMMANDER MILITARY SEALIFT COMMAND
914 CHARLES MORRIS CT SE
WASHINGTON NAVY YARD DC 20398-5540

REFER TO:

COMSCINST 5090.5A
N731/N00EP
11 April 2003

COMSC INSTRUCTION 5090.5A

Subj: SHIPBOARD OIL AND HAZARDOUS SUBSTANCES SPILL CONTINGENCY PLAN

Ref: (a) OPNAVINST 5090.1B; Environmental and Natural Resources Program Manual
(b) COMSCINST 5090.1B; Environmental Protection Program
(c) 33 CFR Part 155; Vessel Response Plans
(d) Oil Pollution Act of 1990 (OPA-90) (NOTAL)
(e) Regulation 26 of Annex I, MARPOL 73/78 (NOTAL)
(f) 33 CFR Part 153; Control of Pollution by Oil and Hazardous Substances, Discharge Removal
(g) COMSCINST 5090.4A; Afloat Oil and Hazardous Substance Spill Drill and Command Post Exercise Program
(h) SECNAVINST 5090.7; Access to Ships and Shore Facilities, and Release of Information Regarding Navy Oil Spills
(i) OPNAVINST 3100.6G; Special Incident Reporting Procedures
(j) 40 CFR Part 110; Discharge of Oil
(k) 40 CFR Part 116; Designation of Hazardous Substances
(l) 40 CFR Part 300; National Contingency Plan
(m) COMSCINST 3541.5D; Damage Control Manual for MSC Ships
(n) OPNAVINST 5100.19D; Navy Occupational Safety and Health Program Manual for Forces Afloat
(o) COMSCINST 4110.1B; Afloat Hazardous Material Control and Management Program
(p) NSTM 593, Pollution Control
(q) Hazardous Material Control and Management, Hazardous Material Information System, HMIS (CD-ROM publication)
(r) OPNAVINST 4740.2F; Salvage and Recovery Program
(s) NAVSEAINST 4740.8A; Salvage, Recovery and Open Sea Oil Spill Response Programs
(t) COMSCINST 3121.9A; Standard Operating Manual
(u) COMSCINST 5420.2F, Salvage of MSC Ships

Encl: (1) Shipboard Oil and Hazardous Substances Spill Contingency Plan (SOHSCP)

1. Purpose. To provide a spill contingency plan for Military Sealift Command (MSC) vessels as required by references (a) through (u). This instruction is a complete revision and should be read in its entirety.

2. Cancellation. COMSCINST 5090.5.

3. Scope

a. Public Vessels. This instruction applies to all USNS oilers and MSC vessels carrying oil as a secondary cargo and to all Ready Reserve Force (RRF) tank vessels when under the operational control of MSC.

b. Private Vessels. Privately owned tankers are required to develop similar spill response plans by Federal and international regulations. Such vessels shall observe their respective vessel response plans in the event of any of the contingencies described herein. Nothing herein should be construed to supersede or otherwise to supplant the contractual obligations of a vessel owner, operator or Master under relevant charter party provisions.

4. Discussion

a. U. S. Navy policy requires MSC to manage its activities in a manner to preserve the environment and natural resources. This requirement impacts MSC operations worldwide. In recognition of environmental responsibilities, enclosure (1) has been prepared to ensure that a prompt response is provided to any oil spill or hazardous substance release from an MSC vessel wherever they may operate. The SOHSCP is consistent with U. S. Coast Guard (USCG) requirements for commercial tanker operators pursuant to reference (d), and relies primarily on the Navy's worldwide spill response system for the prompt removal of any spilled oil or hazardous substances from the marine environment.

b. The plan describes the mutli-tiered, worldwide, Navy On-Scene Coordinator (NOSC) response organization and includes notification points of contact for MSC personnel, NOSCs, USCG Captains of the Port (COTPs) and points of contact for foreign countries in Appendix C.

5. Policy

a. Protection of the environment and natural resources is a priority concern at MSC. MSC shall strive to meet both the letter and spirit of laws and regulations enacted to accomplish that purpose. All MSC vessels, and all RRF ships under the operational control of MSC, shall comply with the requirements of this plan. Contractor owned and operated ships shall comply with their own vessel response plans as provided by contract.

b. Ship's force shall take all possible measures to prevent oil or hazardous substance (OHS) discharges/spills to the environment. Qualified personnel shall closely supervise and perform all evolutions involving the possibility of a discharge.

c. Anyone detecting evidence of an OHS discharge shall immediately report it. The OOD (underway) or Deck Officer on Watch (in port) shall take immediate response actions and initiate action to make the proper notification. Timeliness and safety are the essence of successful OHS spill response.

6. Action

a. Commander, Military Sealift Command (N731/00EP) shall:

(1) In coordination with the Director, Operations and Plans (N3/5), manage, coordinate and administer the MSC Afloat Oil-Hazardous Substance Spill Drill Program, as detailed in reference (g).

(2) Advise the Commander and subordinate commanders on spill response and contingency planning matters.

(3) Provide routine reports to the Chief of Naval Operations (CNO), as required, on program costs and effectiveness.

(4) Provide oversight of Program Managers' spill preparedness.

(5) Provide updates to the point of contact list every 6 months.

b. MSC Program Managers shall:

(1) Implement the MSC Afloat Oil-Hazardous Substance Spill Drill Program as detailed in reference (g).

(2) Participate in periodic OHS spill command post exercises in coordination with Area Commanders and COMSC by exercise requirements of enclosure (1), Section 5.

(3) Ensure monitoring of spill response requirements during command inspections and quality assurance inspections.

c. Area Commanders shall ensure a copy of this instruction is maintained at Area Command Operations Centers.

d. Masters shall:

(1) Ensure compliance with spill reporting requirements detailed in enclosure (1). All spills must be reported.

(2) Conduct periodic OHS spill training drills per enclosure (1). Drills shall be reported on the monthly Training and Drill Report and logged in the ship's log.

(3) Take immediate action to contain, control and mitigate OHS spills.

(4) Maintain an OHS Spill Containment and Clean-up Kit per enclosure (1).

(5) Ensure the ship's deck log records any oily waste discharge that causes a sheen and includes date, time, location, substance discharged, quantity discharged and cause of discharge.

(6) Ensure shipboard personnel are properly trained and knowledgeable about OHS spill response actions in accordance with reference (b) and documentation of the training maintained onboard for 3 years.

(7) Maintain a copy of this instruction on the bridge.

7. Reports. The reporting requirements prescribed in enclosure (1) are assigned report control symbols OPNAV 5090-2 and OPNAV 5090-3 and are approved for 3 years from date of this instruction.

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D. L. BREWER III

Distribution:
(See page 5)

Distribution:
COMSCINST 5215.5
List I (Case A, B, C)
SNDL 41B (MSC Area Commanders)
41C (NFAF East/West)
T-100 (Masters, civil service manned ships)
T-102 (Masters & operators, contract-operated FSS)
T-103 (Masters & operators, contract-operated TAGOS)
T-104 (Masters & operators, contract-operated MPS)
T-105 (Masters & operators, contract-operated LMSRs)
T-106 (Masters & operators, contract-operated MPF(E))
T-107 (Masters, civil service manned Fast Combat Support Ships)
T-108 (Masters & operators, contract-operated T5 Tankers)

Copy to:
SNDL 41D (MSC Offices)
41E (APMC)
41L (COMPSRONs)
41M (MSC TAGOS Project Office)
CNO (N45)
COMNAVSEASYSCOM (N5V, OOC)
NEESA
Navy on Scene Coordinators
MARAD (613, 700, 721, 742)
SUPSALV (00C)
USCG HQ (G-MEP-6)

USTRANSCOM TCJ3/4

MILITARY SEALIFT COMMAND
TANK VESSEL
OIL AND HAZARDOUS SUBSTANCES SPILL
CONTINGENCY PLAN

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IF YOU HAVE A SPILL

1. **CONTROL AND CONTAIN THE SPILL.**

2. **EVALUATE THE SITUATION AND DEVELOP A RESPONSE PLAN. FOLLOW THE APPROPRIATE EMERGENCY PROCEDURES USING THE CHECKLISTS IN APPENDIX A.**

3. **NOTIFY APPROPRIATE AGENCIES USING THE NOTIFICATION CHECKLIST AND THE TELEPHONE LOG IN APPENDIX A.** CONTACT INFORMATION IS LOCATED IN APPENDIX C AND WILL VARY BASED ON VESSEL LOCATION. See Page References below.

In U.S. waters:

- **Immediate voice communications to:**
  - National Response Center (NRC) within 30 minutes — 800-424-8802
  - FIC/ Port Authority if in U.S. military port — Port Specific
  - NOSC if at sea or non-U.S. military port — Appendix C-10
- **Notification by voice or message to:**
  - MSC Headquarters (PM) — Appendix C-2
  - U.S.C.G. Captain of the Port (COTP) — Appendix C-16
  - State Authority, if applicable — Appendix C-19
- **Message reports:**
  - Spill Report (5090-2 for oil, 5090-3 for HS spills) — Appendix A-4, A-8
  - If required, OPREP-3 or Unit SITREP message — Appendix A-13

In International waters:

- **Immediate voice communications to:**
  - FIC/ Port Authority if in U.S. military port — Port Specific
  - NOSC if at sea or non-U.S. military port — Appendix C-10
- **Notification by voice or message:**
  - MSC Headquarters (PM) — Appendix C-2
  - Potentially affected country — Appendix C-21
- **Message reports:**
  - Informational message to U.S. Defense Attaché
  - Spill Report (5090-2 for oil, 5090-3 for HS spills) — Appendix A-4, A-8
  - If required, OPREP-3 or Unit SITREP message — Appendix A-13

Comment: in any case?

4. **CLEAN UP SPILL. UPON COMPLETION, PROPERLY LABEL AND STORE ALL HAZARDOUS MATERIAL AND RESTOCK RESPONSE KITS.**

SECTION 1

GENERAL INFORMATION AND INTRODUCTION

1. **Introduction**. All vessels covered by this plan are public vessels of the United States of America, operated by the U. S. Navy's Military Sealift Command (MSC). The vessels are listed in Table 1. This list includes all MSC tankers and vessels meeting the U. S. Coast Guard's (USCG) criteria for "vessels carrying oil as a secondary cargo."

a. In accordance with 33 CFR 156.26 (b) and the Protocol on Environmental Protection to the Antarctic Treaty, this plan is written in accordance with the requirements of Regulation 26 of Annex I of the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto (MARPOL 73/78). The purpose of the plan is to provide guidance to the master and officers on board the ship with respect to the steps to be taken when a pollution incident has occurred or is likely to occur. The plan contains all information and operational instructions required by the guidelines (Resolution MEPC.54(32)). The appendices contain names, telephone numbers, telex numbers, etc. of all contacts referenced in the plan, as well as other reference material. This plan has been approved by the Coast Guard and, except as provided below, no alteration or revision may be made to any part of it without the prior approval of the Coast Guard.

b. This plan contains procedures for reporting, containment, control, recovery and disposal of spills of oil and hazardous substances (OHS) and contact information for Navy On Scene Coordinators (NOSCs). The NOSC is the Navy official pre-designated to coordinate Navy OHS pollution contingency planning and direct pollution response efforts for a pre-assigned area. The NOSC acts as the incident commander for all spills outside the area of responsibility assigned to Facility Incident Commanders (FICs), and for spills that exceed the capabilities of the FICs. Section 4 describes the Shore Based Response Organization in more detail.

c. This plan was developed to ensure the highest level of protection to the environment, public health and welfare of the United States and other areas throughout the world in which the Navy operates. Though public vessels are exempt from many of the environmental protection regulations that affect commercial (i.e., non-public) vessels, the Navy and MSC choose voluntarily to meet or exceed these requirements within the constraints of MSC's mission to provide sea transportation of equipment and supplies to support U. S. forces around the world. The Navy Oil and Hazardous Substance Contingency Planning Program is designed to meet or exceed Federal and foreign response planning requirements. This program is built on a series of plans starting with ship's individual plans, shore and fleet command plans and regional and area plans.

d. This plan was developed to provide a level of environmental protection consistent with the requirements of the following:

(1) 33 CFR Part 155 Vessel Response Plans.

(2) Oil Pollution Act of 1990 (OPA-90).

(3) Federal Water Pollution Control Act (FWPCA) of 1973 as amended.

(4) Regulation 26 of ANNEX I, MARPOL 73/78.

(5) International Maritime Organization, IMO MEPC 32/20 Annex 4; Guidelines for the Development of Shipboard Oil Pollution Emergency Plans.

(6) OPNAVINST 5090.1B, Environmental and Natural Resources Program Manual.

(7) 40 CFR Part 300, National Contingency Plan.

e. **All OHS spills into the water occurring within the limits of the Exclusive Economic Zone (EEZ) of the United States must be reported to the National Response Center (NRC)**. The assumption must be made that there will be political and press interest following a significant OHS spill. The chain of command needs to be able to respond in an informed manner to inquiries. In addition, the Federal Waterways Pollution Control Act of 1973, as amended, requires reporting of all spills that cause a visible sheen on or visible emulsion or sludge below the surface of the water. Compliance with the letter and spirit of the law is MSC policy.

Any oil/hazardous substance spill must be reported immediately!

f. MSC shall strive to meet both the letter and spirit of laws and regulations enacted to protect the environment and natural resources. All MSC vessels, and all RRF ships under the operational control of MSC, shall comply with the requirements of this plan. Contract-owned and operated ships shall comply with their own vessel response plans as provided by contract.

g. Ship's force shall take all possible measures to prevent OHS discharges/spills to the environment. Qualified personnel shall closely supervise and perform all evolutions involving the possibility of a discharge.

h. Anyone detecting evidence of an OHS discharge shall immediately report it. The OOD (underway) or Deck Officer on Watch (in port) shall take immediate response actions and initiate action to make the proper notification.

2. **Relevant Terms and Definitions**. The Department of Defense, USCG and the EPA have established certain terms that are relevant to OHS spill response planning and operations. The following definitions summarize the more detailed definitions found in the regulations. The applicable regulations should be consulted for more specific legal definitions of these terms.

a. **Captain of the Port (COTP) Zone**: A zone specified by latitude and longitude in 33 CFR Part 3, and, for coastal ports including the seaward extension of that zone to the outer boundary of the exclusive economic zone (EEZ).

b. **Discharge/Release**

(1) **Discharge (oil)**: Any spilling, leaking, pumping, pouring, emitting, emptying or dumping of oil, unless the discharge is allowable by permit.

(2) **Release (hazardous substances)**: Any spilling, leaking, pumping, pouring, emitting, emptying, discharging, injecting, escaping, leaching, dumping or disposing of hazardous substances into the environment. This includes abandonment of barrels or other containers containing any hazardous substance or pollutant or contaminant.

c. **Exclusive Economic Zone (EEZ)**: A zone extending to a distance of 200 nautical miles from the baseline from which the breadth of the territorial sea is measured. The seaward limit of the EEZ is shown on nautical charts as a line interspersed periodically with the words **EXCLUSIVE ECONOMIC ZONE**.

d. **Facility Incident Commander (FIC):** The official who coordinates and directs DoD control and cleanup efforts at the scene of a Petroleum, Oil or Lubricating Oil (POL) or hazardous substance spill due to DoD activities on or near the installation. This official is designated by the installation commander. The FIC may also be the NOSC.

e. **Federal On-Scene Coordinator (FOSC)**: The Federal official pre-designated by the EPA or the USCG to coordinate and direct spill response and removal actions. The FOSC has the ultimate responsibility for the cleanup of a spill. The FOSC for oil spills in U. S. waters is either the EPA (for inland spills) or the USCG (for coastal waters). The FOSC has statutory authority and extensive resources to assume control of the spill response effort if the spiller's actions are considered inadequate or ineffective. In the case of any Navy hazardous substance release, the NOSC assumes responsibility as the FOSC.

f. **Navy On Scene Coordinator (NOSC)**: The NOSC is the designated commander responsible for OHS contingency planning and directing Navy OHS spill/release response operations in a given area. The NOSC directs spill response efforts for spills from U. S. Navy ships and facilities. For Navy or MSC HS spills, the NOSC is also the designated FOSC.

g. **Non-persistent or Group I Oils**: The USCG has established categories for oil and oil products according to the distillation characteristics of the product. JP-5 and other distilled products carried as cargo by MSC ships are generally classified as Group I or non-persistent oils. That is, they readily evaporate or are otherwise lost to the environment. Response resource requirements are therefore less onerous for carriers of non-persistent oils than for carriers of crude oil, for example. The USCG and U. S. Navy define a non-persistent or Group I oil as a petroleum-based oil that, at the time of shipment, consists of hydrocarbon fractions:

Comment: Isn't DFM a Group II persistent oil?

(1) At least 50% of which by volume, distill at a temperature of 340 °C (645 ° F); and

(2) At least 95% of which by volume, distill at a temperature of 370 °C (700 °F).

h. **Persistent or Group II-V Oils**: The USCG and U.S. Navy define a persistent oil as a petroleum-based oil that does not meet the distillation criteria for a non-persistent oil. DFM is a Group II oil but acts similarly to non-persistent oils. For the purposes of 33 CFR subpart F, persistent oils are further classified based on specific gravity as follows:

(1) **Group II** - specific gravity less than 0.85

(2) **Group III** - specific gravity between 0.85 and less than 0.95

(3) **Group IV** - specific gravity from 0.95 and to and including 1.00

(4) **Group V** - specific gravity greater than 1.00

i. **Operating Environment and Geographic Areas:** Areas where the vessel may be expected to operate. The spill response planning calculations take into account the operating environment in determining how much of the spilled oil is likely to be lost to the environment (i.e., evaporation, dilution, etc.), how much may be recoverable and what time limits are allowable for the arrival of response resources to the area. The USCG has established the following zones for spill response planning purposes:

Comment: No calculation tables in App B

(1) **Inland Area** - Generally the area extending shoreward of the territorial sea base line.

(2) **Nearshore Area** - Generally from the territorial sea baseline extending seaward 12 nm.

(3) **Offshore Area** - From 12 nm to 50 nm offshore from the territorial sea baseline.

(4) **Open Ocean Area** - From the seaward limit of the offshore area to the limit of the EEZ, 50 nm to 200 nm.

(5) **Higher Volume Port Areas** - Fourteen U. S. port areas (i.e., Boston, New York, Delaware Bay, Pascagoula, parts of the Mississippi River, Lake Charles, San Francisco, LA/Long Beach, St.Croix, Galveston Bay and Houston Ship Channel, Corpus Christi, Sabine-Neches River, Strait of Juan de Fuca and Puget Sound, Prince William Sound), whose high volume of tanker traffic warrants faster response times for spill response resources.

j. **Qualified Individual (QI)**: A shore-based representative of the vessel owner or operator, available on a 24-hour basis with full authority to activate and engage in contracting with oil spill removal organization(s) and other response resources identified in the plan. The QI acts as a liaison with the FOSC. The pre-designated NOSC acts as the QI for MSC vessels (see Section 4 for a discussion of shore based response activities).

k. **Spill Volumes**: The USCG has established three spill volume categories for spill response planning purposes:

(1) **Average Most Probable Discharge**: A discharge of the lesser of 50 barrels or 1 percent of the volume of the worst case discharge.

(2) **Maximum Most Probable Discharge**: A discharge of the lesser of 1,200 barrels or 10 percent of the volume of a worst case discharge.

(3) **Worst Case Discharge**. A discharge of a vessel's entire oil cargo.

l. **Navy Supervisor of Salvage (SUPSALV)**: Navy asset that acts as Oil Spill Response Organization for Navy and MSC vessels and maintains stockpiles of spill response equipment at sites around the world for response to spills. SUPSALV also provides spill management assistance.

3. **Key Response Organizations.** This plan provides guidance for spill notification and response, and lists points of contact for coastal States worldwide (as compiled by the International Maritime Organization (IMO)) and USCG Captain of the Port (COTP) Zones of the United States. Key organizations requiring notification and/or providing response services/assistance are described below.

a. **National Response Center (NRC). NRC** is a joint USCG and the EPA command center serves as the national single point of contact for OHS spills. NRC is responsible for gathering and distributing spill data for FOSCs and serving as the communications and operations center for the National Response Team. The NRC maintains agreements with a variety of Federal entities to make additional notifications regarding incidents meeting established trigger criteria, including the appropriate local EPA and USCG offices for OHS spills reported in U. S. waters. **Notifying the NRC and appropriate spill responders meets the reporting requirements of 33 CFR 153.**

b. **Chemical Transportation Emergency Center (CHEMTREC).** Hazardous material spill response information may be obtained on a 24-hour basis from CHEMTREC at 1-800-424-9300. NRC can establish a three-way telephone connection between a caller, NRC and CHEMTREC.

c. **USCG National Strike Force (NSF).** The NSF assists FOSCs in preparing for and responding to oil and hazardous material spills as directed by the National Oil and Hazardous Substance Pollution Contingency Plan. The NSF consists of three regional Strike Teams and the National Strike Force Coordinating Center. The Strike Teams can rapidly deploy with specialized equipment to assist the FOSC.

d. **U. S. Navy Supervisor of Salvage and Diving (SUPSALV).** SUPSALV assists the NOSCs in a manner similar to the NSF support provided to the FOSC. SUPSALV can provide personnel and equipment for oil and hazardous materials spill response, salvage operations, diving, firefighting, lighterage and ocean engineering.

e. **Regional Environmental Coordinators (REC).** Individuals who represent Senior Navy Commanders for environmental matters within a region. RECs can provide information on contingency planning requirements for the region. The REC may be the NOSC for the region or will designate a shoreside NOSC.

f. **Navy On Scene Coordinator (NOSC).** The NOSC directs Navy OHS spill/ release response operations in a given area. The NOSC directs spill response efforts for spills from U. S. Navy ships and facilities. For HS spills, the NOSC is also the designated FOSC. For U.S. military ports, the NOSC may designate a FIC to respond to spills for that facility.

4. **Spill Reporting and Response Overview.** Detailed information in Sections 3 and 4.

a. **If an incident occurs in U. S. waters**, a report must be made to the USCG NRC, the cognizant NOSC/ FIC, the COTP, the relevant MSC command, and state authorities for any states which may be affected. (See Appendix A - Notification List.)

(1) An incident can be a spill or a situation that creates a threat of a spill. The NRC will initiate a series of notifications to local USCG commands and other parties.

(2) The local COTP should receive notification from both the spiller and the NRC. This is a deliberate check in the system to ensure that local authorities find out about a spill quickly. Boundaries of the COTP zones and USCG districts by latitude and longitude are found in 33 CFR Part 3 and are repeated in the Coast Pilots. A diagram showing the approximate COTP Zone boundaries and contact numbers appears in Appendix C.

(3) For spills in inland waters, USCG and EPA zones and phone numbers can be found in 33 CFR 153, Subpart B, Table 1. Contact numbers are listed in Appendix C.

b. **If an incident occurs in international or foreign territorial waters**, a report must be made to the NOSC/ FIC, the relevant MSC command and any country that may be affected. The provisions of IMO Resolution A 648 (16) and OPNAVINST 5090.1B, require immediate reporting of the incident to relevant parties within the Navy and MSC, and to any nation that may be affected by the spill (see Appendix A - Notific ation List). Contact numbers are listed in Appendix C.

c. Response to OHS incidents from vessels that are under time or voyage charters to MSC (non-public vessels**)** is the responsibility of the vessel owner or operator under the relevant chartering contract. OHS incidents involving these vessels will be reported to COMSC and the NOSC. The Navy and MSC will monitor any such incidents to safeguard the interests of the United States and the Navy.

d. **DO NOT DELAY** transmission of initial reports while gathering information. Updated reports can be transmitted later as more information is obtained**. Remember: The more information you can provide in a timely manner, the better outside agencies will be able to assist in the containment and removal of the spill.** The more you understand of what is expected, the better information you can provide. Appendices A and I outline some of the information you can be expected to provide.

e. The ship's force is responsible for containment and clean-up of spills that are confined to the ship's deck. The Oil and Hazardous Substances Spill Kit, AEL C-5500-02801, should be utilized for clean-up procedures and is rated for a spill of 100 gallons per kit (equipment list in Appendix G).

(1) If the incident exceeds the limited clean-up capability of the ship's force, the FIC or NOSC will generally assume direction of the spill clean-up activities outside of the ship. The Master will remain in command of activities on the ship, and will provide assistance to the FIC/NOSC, as required. Though some MSC ships are equipped to provide limited on-water clean-up capabilities; the ship's crew will generally not be involved in extensive on-water spill recovery efforts.

(2) FICs and NOSCs in each area are responsible for maintaining a spill contingency plan, establishing liaison with other agencies and providing spill response resources. The above FIC/NOSC plans are maintained by supporting shore staff including COMSC Operations (N3/5) but are not maintained aboard each MSC ship.

f. **For spills that exceed the response capabilities of the FIC or NOSC**, the Naval Sea Systems Command (NAVSEA (00C)) provides additional support with the equipment and personnel of SUPSALV. Maps showing the approximate boundaries of the areas of responsibility for various NOSCs appear in Appendix C. MSC will be required to assist the FIC or NOSC by providing financial and accounting data, as necessary, to properly fund the response operations, and by providing a technical advisor familiar with the specific ship and cargo. Other MSC personnel from Area Commands or Headquarters will be provided, if necessary. Section 4 discusses the shore-based response activities.

5. **Access**. During oil spill response emergencies, U.S. FOSCs and/or the NOSC should be allowed access to the ship, if requested, and consistent with information security requirements. Other issues with respect to ship access shall follow regulations as set forth in reference (h).

6. **Public Affairs Guidance**

a. If a spill or other significant event occurs, media interest should be expected. News organizations often monitor police, fire and USCG radio frequencies.

b. All requests for access to ships and for release of information regarding Navy and MSC oil spills is governed by references (a) and (h). Reference (h) should be consulted when such issues arise.

(1) Commands must ensure that initial information released about oil spills is as accurate as possible, and that it is characterized as preliminary, and subject to later verification or change in accordance with reference (h).

(2) Ships and shore installations should promptly respond to Federal, State and local government requests for the following information, if known:

(a) Whether an oil spill has occurred;

(b) The specific source of the spill;

(c) Type of substance spilled;

(d) When the spill occurred;

(e) Where the spill occurred;

(f) Initial indication as to the general nature of the cause of the incident, e.g. whether due to equipment failure, operator error or undetermined origin;

(g) Preliminary estimate of how much oil was spilled; and

(h) Description of the Navy's response efforts.

c. Reporters may arrive on scene before the NOSC/FIC or the local Navy Public Affairs Officer (PAO) arrives. The Master should refer media representatives to the NOSC staff. Responsibility for responding to the media lies with the NOSC and/or Navy PAO. Reference (h) refers.

Comment: Don't say what to do in the meantime with the reporters (before the NOSC/ PAO are on scene). Just tell them to wait?

d. The required MSC OHS spill message information will provide the data required to make an initial public affairs assessment to develop a public affairs strategy.

Table 1

T-AO FLEET OILERS			
Vessel Name	**Country of Registry**	**Call Sign**	**Official Number**
USNS Big Horn (T-AO 198)	United States of America	NBIG	CG026935
USNS Guadalupe (T-AO 200)	United States of America	NLUP	CG026937
USNS Henry J. Kaiser (T-AO 187)	United States of America	NHJK	CG005203
USNS John Ericsson (T-AO 194)	United States of America	NNJE	CG013384
USNS John Lenthall (T-AO 189)	United States of America	NJLN	CG005356
USNS Kanawha (T-AO 196)	United States of America	NPTD	CG013386
USNS Laramie (T-AO 203)	United States of America	NLAR	CG026939
USNS Leroy Grumman (T-AO 195)	United States of America	NNLG	CG013385
USNS Patuxent (T-AO 201)	United States of America	NPCZ	CG026938
USNS Pecos (T-AO 197)	United States of America	NPEC	CG013388
USNS Rappahannock (T-AO 204)	United States of America	NRAP	CG026940
USNS Tippecanoe (T-AO 199)	United States of America	NTIP	CG026936
USNS Walter S. Diehl (T-AO 193)	United States of America	NWSD	CG013382
USNS Yukon (T-AO 202)	United States of America	NYUK	CG027202
T-AFS COMBAT STORES SHIPS **These vessels can transfer part of their fuel as cargo and are thus considered vessels carrying oil as a secondary cargo.**			
Vessel Name	**Country of Registry**	**Call Sign**	**Official Number**
USNS Concord (T-AFS 5)	United States of America	NACK	**(1)**
USNS Niagara Falls (T-AFS 3)	United States of America	NEXJ	**(1)**
USNS San Jose (T-AFS 7)	United States of America	NIBV	**(1)**
USNS Saturn (T-AFS 10)	United States of America	NADH	**(1)**
USNS Sirius (T-AFS 8)	United States of America	NPGA	**(1)**
USNS Spica (T-AFS 9)	United States of America	NMJG	**(1)**

Note:

(1) Vessels have not been assigned an official or USCG number because of their DOD status.

Table 1 *(Cont'd)*

T-AE FLEET AMMUNITION SHIPS These vessels can transfer part of their fuel as cargo and are thus considered vessels carrying oil as a secondary cargo.			
Vessel Name	**Country of Registry**	**Call Sign**	**Official Number**
USNS Flint (T-AE-32)	United States of America	NFPW	**(1)**
USNS Kiska (T-AE-35)	United States of America	KMFC	**(1)**
USNS Mount Baker (T-AE-34)	United States of America	NZHN	**(1)**
USNS Santa Barbara (T-AE-28)	United States of America	NDXU	**(1)**
USNS Shasta (T-AE-33)	United States of America	NRNC	**(1)**
USNS Kilauea (T-AE-26)	United States of America	NSHI	**(1)**
T-AOE FAST COMBAT SUPPORT SHIP			
Vessel Name	**Country of Registry**	**Call Sign**	**Official Number**
USNS Arctic (T-AOE 8)	United States of America	NCLS	**(1)**
USNS Supply (T-AOE 6)	United States of America	NACO	**(1)**
T-AOT TANKER			
Vessel Name	**Country of Registry**	**Call Sign**	**Official Number**
USNS Paul Buck (T-AOT 1122)	United States of America	NBBO	684688
USNS Samuel L. Cobb (T-AOT 1123)	United States of America	NBBQ	684690
USNS Richard G. Matthiesen (T-AOT 1124)	United States of America	NBBP	684691
USNS Lawrence H. Gianella (T-AOT 1125)	United States of America	NBBK	684692

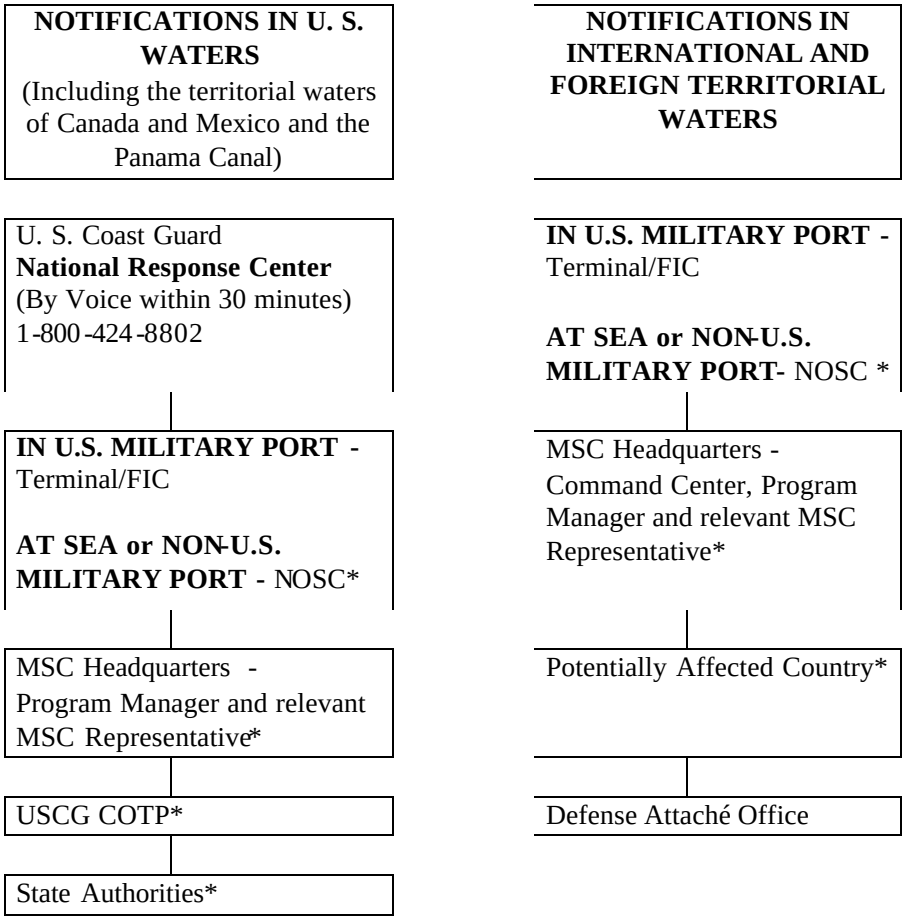
Note:

(1) Vessels have not been assigned an official or Coast Guard number because of their DOD status.

SECTION 2

OIL AND HAZARDOUS SUBSTANCE (OHS) SPILL/DISCHARGE REPORTING PROCEDURES

OHS SPILL NOTIFICATION CHART



Notes:
* See Appendix C for Contact Information.
1. Reporting requirements vary based on geographic location and operational orders.
2. Except for the USCG National Response Center, who should be notified by voice, notifications may be made via message for minor spills.

1. Reports must be made by the ship whenever an incident involves:

a. A discharge, or potential discharge, resulting from damage to the ship or its equipment, or for the purpose of securing the safety of the ship or saving life at sea; or

b. A discharge in excess of the quantity or instantaneous rate permitted under the present conventions (33 CFR 151.10 states oily water separator discharge must not exceed 100 ppm of oil when operating more than 12 nautical miles from the nearest land, or 15 ppm when within 12 nautical miles).

2. The requirement to report applies even when no actual spill has occurred, but there is a probability that one could. Probable discharge reports should, for example, be made in cases of:

a. Damage, failure or breakdown that affects the safety of the ship, such as a collision, grounding, fire, explosion or structural failure; or

b. Failure or breakdown of machinery or equipment that results in impairment of safe navigation, such as failure or breakdown of steering gear, propulsion plant or electrical generating systems.

c. In judging whether there is such a probability and whether a report should be made, the following factors should be considered:

(1) The nature of the damage, failure or breakdown of the ship, machinery or equipment;

(2) Ship location and proximity to land or other navigational hazards;

(3) Weather, tide, current and sea state; and

(4) Traffic density.

3. All reporting requirements also apply for spills from other vessels.

4. Reporting Requirements

a. The Telephone Log provided in Appendix A shall be used for tracking purposes.

b. Reporting requirements **in U.S. waters** (including Alaska, Hawaii, Puerto Rico and the U. S. Virgin Islands) as well as the territorial waters of Canada, Mexico and the Panama Canal):

(1) Immediate voice communications to:

(a) NRC at 800-424-8802 or 202-267-2675. Report shall be made within 30 minutes of discovery of the incident.

(b) Terminal/Port Authority/FIC if in U.S. military port.

(c) NOSC if at sea or in non- U.S. military port.

(2) Notification by voice or message to:

(a) MSC Headquarters (Program Manager) and relevant MSC representative.

(b) USCG COTP.

(c) State Authority, if applicable.

(3) Message reports:

(a) Spill Report (Report Symbol OPNAV 5090-2 for oil spills, OPNAV 5090-3 for hazardous substance spills). See Appendix A for format.

(b) If required, OPREP-3 or Unit SITREP message.

c. Reporting requirements **in International Waters**:

(1) Immediate voice communications to:

(a) Terminal/Port Authority/FIC if in U.S. military port.

(b) NOSC if at sea or in non-U.S. military port.

(2) Notification by voice or message:

(a) MSC Headquarters (Program Manager) and relevant MSC representative.

(b) Potentially affected country.

(3) Message reports:

(a) Informational message to U.S. Defense Attaché (USDAO).

(b) Spill Report (Report Symbol OPNAV 5090-2 for oil spills, OPNAV 5090-3 for hazardous substance spills). See Appendix A for format.

(c) If required, OPREP-3 or Unit SITREP.

d. Additional reports may be required based on the spill (see following section).

5. Additional reports which may be required:

a. **Unit SITREP**. Unit SITREP reports provide the CNO and COMSC with timely, concise information on which to base a response to any significant incident that has occurred or is in progress. A Unit SITREP report should be submitted for any incident for which follow-up support is deemed appropriate. Refer to Appendix A and reference (i) for additional details.

b. **OPREP-3 Special Incident Reports**. Environmentally catastrophic spills (worldwide) that may result in significant media interest or geopolitical implications shall be reported immediately to the cognizant NOSC by voice communication and confirmed via message using the OPREP-3 format which provides immediate notification of the event to the highest levels of military command authorities. The message should provide a clear picture of the problem and actions taken. Refer to Appendix A and reference (i) for additional details.

(1) **OPREP-3 NAVY BLUE**. The OPREP-3 NAVY BLUE will be used to report serious spills which are of high level Navy but not necessarily of wide interest outside the Navy. The report will provide CNO and other naval commanders with immediate notification of incidents of military, political or press interest. Information addees should include U. S. Transportation Command (USTRANSCOM), and Naval Fleet Auxiliary Force Program Manager, Sealift Program Manager, as appropriate.

(2) **OPREP-3 PINNACLE**. The OPREP-3 PINNACLE report shall be used to report disastrous spills which are of national interest. This report provides the National Command Authorities and cognizant naval commanders with immediate notification of any incident or event where national (vice high level Navy) interest is indicated. Information addees should include USTRANSCOM, and Naval Fleet Auxiliary Force Program Manager, Sealift Program Manager, as appropriate.

(3) Example: **RMKS/APPROXIMATELY 15,000 GALLONS DFM SPILLED INTO RIVER FROM USNS NEVERSPILL (T-A0 66) DUE TO OVERFLOW OF SURGE TANK DURING REFUELING. SPILL MOSTLY CONTAINED WITHIN OIL BOOM. SOME OIL DRIFTING DOWN RIVER. LARGE SLICK. USING OIL SPILL CONTAINMENT KIT TO COLLECT OIL ON DECK. USN/USCG OIL SPILL RESPONSE TEAM ENROUTE TO ASSIST IN CLEANUP. NRC, MSO HAMPTON ROADS, NOSC NOTIFIED.//**

(4) **Voice Reports**. The initial voice report shall be assigned FLASH precedence and shall be submitted no later than 5 minutes after knowledge of the incident. Ships at sea should report via the most rapid means available including the appropriate FLTSEVOCOM if so equipped.

(a) The voice report shall be followed within 20 minutes of the incident by an initial IMMEDIATE (for NAVY BLUE) or FLASH (for PINNACLE) record message.

(b) All follow-up amplifying voice and record messages will normally be IMMEDIATE or lower precedence.

(c) MSC ships under the operational control of a Fleet Commander will submit the initial voice report to the Fleet Command Center (FCC).

(d) MSC ships not assigned to a Fleet Commander will report to the CNO at the National Command Center (NCC) at (703) 695-0231/DSN (312) 225-0231. All vessels chartered through PM5 should also inform USTRANSCOM at (618) 229-3821/3899.

(5) Ships unable to reach either the FCC or the NCC will call the National Military Command Center (NMCC) at (703) 697-6340/ DSN (312) 227-6340.

6. MSC Headquarters and the Area Commanders will receive a copy of all spill reports made by MSC ships. If the report is an OPREP-3 report, indicating a serious spill, the MSC Headquarters Command Duty Officer (CDO) will notify the members of MSC's Command Assistance Team and the following personnel:

- Commander, Military Sealift Command
- Fleet Commander, as applicable
- Commander, USTRANSCOM (for vessels conducting USTRANSCOM business)
- Area Commander, Military Sealift Command
- Appropriate Program Manager
- USCG NRC (for spills in U. S. waters) at (800) 424-8802 (this is in addition to the notification provided by the vessel)

SECTION 3

SHIPBOARD SPILL MITIGATION PROCEDURES

1. Upon receiving report of a spill, the Master will establish a Command Post on the bridge. The Officer in Charge, Military Department (OICMILDEPT), if present, will assist the Master in all voice and message reports and updates. The Damage Control Officer (Chief Mate) will keep the Command Post updated as frequently as possible. Response action checklists are provided in Appendix B for operational incidents involving:

a. Transfer system discharge

b. Tank overflow

c. Hull leakage

2. The "Casualties and Emergencies" checklists in Appendix B contain initial response actions for the crew in the event of casualties or emergencies. The checklists correspond to incident categories established by the USCG in reference (c) **and are not intended to replace MSC Damage Control procedures** (reference (m)) for these types of casualties. Masters are encouraged to modify the checklists as necessary to ensure applicability to their particular ship. Responsibilities are listed by job title and address the following:

a. Grounding and Collision

b. Fire/Explosion

c. Hull Failure

d. Excessive List

e. Equipment Failure

f. Stress and Stability Assessment

g. Emergency Cargo Transfer

h. Towing and Salvage

i. Recordkeeping and Sampling

3. **Organization**. The Master is in command of the ship and is at all times responsible for the safety and welfare of the crew, cargo and ship. The Chief Mate is designated as the Ship Spill Response Officer/Damage Control Officer (DCO) and is responsible to the Master for training crewmembers on prevention, containment and recovery of spills and directing containment and recovery actions in the event of a spill.

a. **Command Post**. Upon discovery or report of any spill, a Command Post will be established on the bridge to receive and compile information, keep the Master fully informed and make timely reports to MSC and other government authorities.

b. **Responsibilities and Duties**. In the absence of senior personnel, the most senior departmental officer shall assume command and direct efforts to report and contain the spill. He/she shall make all efforts to contact and recall those who are absent and provide them full assessment of the situation, both when they are contacted and when they return to the ship. **The following assignment of duties is provided as a guide only**. The Master of each vessel may modify personnel assignments and duties as necessary. More specific assignments for emergency actions are provided in Appendix B as guidance.

(1) Masters shall:

(a) Ensure the safety of the crew and vessel.

(b) Supervise containment and clean-up operations.

(c) Report spills as required.

(d) Ensure all appropriate actions are carried out in accordance with this instruction and references (a), (b), (m) and (n).

(2) Chief Mate shall:

(a) Ensure crew training and familiarity with the response action checklists provided in Appendix B.

(b) Act as the DCO and assist the Master, as directed.

(c) Ensure that the Oil Transfer Bill and Gasoline Transfer Bill are followed.

(d) Be aware of the transfer line-up and be ready to immediately take actions to shut down transfer operations and re-configure the ship's piping system to effectively isolate the source of a spill.

(e) Maintain the Spill Equipment Locker and Response Kit and ensure that the locker's contents are inventoried monthly. All shortages will be reported to the Master and replaced immediately by the Supply Officer (see Appendix G).

(f) In the event of a spill, the Chief Mate shall immediately:

(1) Stop transfer operations.

(2) Direct containment and clean-up operations.

(3) Keep the Master updated as containment and cleanup progresses.

(4) Make appropriate entries in the ship's deck log.

(3) Chief Engineers shall:

(a) Advise and assist the Master.

(b) Act as the primary authority for DC actions in the main space (engineroom).

(c) If requested, provide personnel to assist in containment and cleanup.

(4) Cargo Engineers/First Assistants shall:

(a) Investigate the source of the spill.

(b) Assist in stopping the spill.

(c) Inspect piping and venting systems.

(d) Assist the Chief Mate in any necessary cargo transfers.

(5) Supply Officers shall:

(a) Issue all equipment and supplies needed for the cleanup.

(b) Assist the Chief Mate, as necessary. Assign the yeoman storekeepers/ personnel as necessary to assist the designated Medical Officer in personnel safety and exposed material handling.

(6) Ship's Medical Services Officers shall:

(a) Provide guidance as required to ensure all personnel are properly protected prior to arriving at the hazardous area.

(b) Constantly monitor conditions of all exposed personnel, advising the OSL when personnel should be relieved.

(c) Provide guidance to ensure all contaminated material is properly contained and packaged for further disposal.

(d) Conduct follow-up examinations of personnel exposed to persistent materials.

(7) Boatswain's Mates/Cargo Boatswains shall (if applicable):

(a) Assist the Cargo Officer, as directed.

(b) Act as the zone leaders for the assigned areas.

(8) The On Scene Leader (OSL) shall:

(a) Ensure that all personnel are properly protected in the appropriate level of Personal Protection Equipment (PPE) prior to arriving at the hazardous area(s) and during the course of work operations.

(b) Direct containment and clean-up operations.

(c) Coordinate activities with the DCO and team leaders.

(d) Ensure that contaminated material is properly contained, labeled and packaged for further disposal.

(9) Hazardous Materials (HM) Coordinator shall:

(a) Provide assistance to DCO and OSL as required. On ships without a Supply Department, the Chief Mate is the HM Coordinator. This person has ready access to Material Safety Data Sheets (MSDS) and other information pertinent to the proper handling and storage of hazardous materials.

(b) The duties and responsibilities of the HM Coordinator are detailed in references (m) and (o).

(c) For Hazardous Substance/ Hazardous Material (HM) spills, the HM Coordinator and DCO shall supervise personnel and ensure proper procedures and materials are utilized for spill response and cleanup.

(10) **Other Personnel** It may be necessary to use additional personnel in order to rapidly contain and clean up the spill. This can include all hands if the magnitude of the spill so dictates. However, because of the lack of equipment for large scale clean-up, outside assistance will be required for spills over a few gallons. The ship's reaction will primarily consist of ensuring the safety of the crew and containing the spill and clean-up aboard the ship. At the Master's discretion, ship's company may assist clean-up operations alongside and along nearby beaches and piers.

(11) **Other Considerations**. Remember, while all efforts are being conducted to contain and clean up the spill, there are some other tasks which should be done.

(a) A picture is worth a thousand words; take photos or videotape the spill response and cleanup.

(b) Take spill samples in clean bottles and mark them with the date and location where the sample was obtained. The samples should be refrigerated if they are to be held onboard before further distribution. See Appendix B checklist "Recordkeeping and Sampling."

4. **Oil Spill Containment and Recovery Proœdures**

a. The Chief Mate, acting as DCO, will immediately dispatch the Substance Spill Emergency Response Team to the scene to secure the source and begin containment actions. Utilize the sample assignment list in Appendix E as guidance.

b. The Cargo Officer will report to cargo control with a VHF radio, standing by for line-up, transfer and ballast/deballast instructions.

c. Emergency boat crew will prepare to launch the off-shore boat and stage emergency spill response equipment. The crew may be required to launch the boat in order to deploy sorbents or boom around the ship, and to begin spill recovery actions (see Deployment of Sorbent Sweep below).

d. Teams #1 and #2 rig (Sandpiper) pumps and hoses from the spill area to the designated tank for oil recovery. Use equipment provided in OHS Spill Kit or as available (rags, squeegees, sorbent pads, mats, etc.) to contain and clean up spill.

e. The Supply Officer will issue items directed by the OSL and assist in the stowage/ marking of any HAZMAT. All contaminated equipment (rags, mats, sorbent pads, coveralls, etc.) shall be properly stored in HAZMAT drums, sealed and marked for removal.

f. Teams #1 and #2 will lower suction hose down to the boat to vacuum up surface oil into contamination tank. Pumps will also be used to vacuum up any deck oil.

g. Proper safety procedures will be followed at all times.

5. **Deployment of Sorbent Sweeps**. Some MSC ships have limited 'on-water' response capability using small boats, sorbents and other equipment that allow them to clean up spills in the immediate vicinity of the ship. **Most MSC ships shall rely on shore based response organizations to clean up any oil not contained on deck.** Guidelines for use of sorbent sweeps, if used, are as follows:

a. **Spill Overboard**

(1) Determine the best means to deploy the sweeps based on location of the ship in relation to piers, other ships or structures.

(2) Small boats should not be used if sweeps can be deployed from deck or pier level.

(3) Deployment of sorbent sweep from the deck of the vessel:

(a) Both ends of the sorbent sweep should be attached to a tending line by means of a snap hook to assist in maneuvering and securing the sweep in place. Be sure to consider the wind and current conditions when setting the sweep. Ensure the sweep is kept tight to keep it from being dragged underwater.

(b) A stream of water from the ship's fire hose can be used to direct the slick toward the sorbent sweep. Use the water to create a current to move the slick toward the sweep.

(c) Leave sweeps in place until saturated. If needed, place additional pieces of sorbent sweep material inside the containment area to absorb the remaining oil.

(4) Deployment of sorbent sweep using Small Boats:

(a) To deploy the sorbent sweeps, two small craft are recommended.

(b) Using tending lines to maneuver the sweeps, place the sweep down current of the oil and slowly pull towards the body of the oil.

(c) Leave sweeps in place until saturated. If needed, place additional pieces of sorbent sweep material inside the containment area to absorb the remaining oil.

(5) Collect the oil soaked sorbent in 55-gallon drums lined with plastic bags, seal the drums, label and store as hazardous material for disposal ashore. Request port services assistance to recover the oily sweep, if needed.

b. **Oil Spills On Deck**

(1) Use the sorbent material to fabricate a barrier surrounding the oil to prevent further spreading of the spill.

(2) Use additional sorbent sweeps or sorbent sheets, if available, inside the containment area to absorb the remaining oil.

(3) Containerize the oil-soaked material in 55-gallon drums lined with plastic bags, seal and store as hazardous material for shore disposal.

c. **Disposal**. Under no conditions should the sorbent sweeps be stored in any area where the temperature might exceed 300°F. The sorbent material is combustible and extremely flammable at temperatures exceeding 300°F. Used sorbent materials are hazardous material and must be retained for disposal at a shore-based facility. Navy policy prohibits the overboard dumping of all plastic materials. If temporary shipboard holding is required, store the used oily sorbent materials in sealed 55-gallon drums lined with plastic bags.

6. **Hazardous Material (HM) Spill Response**

a. References (m) and (n) contain detailed information on HM spill response procedures. Additional useful information is located in Naval Warfare Publication (NWP) 62-1, Surface Ship Survivability for Repair Party Responsibilities; Naval Ships Technical Manual (NSTM) 555 for shipboard HM fire fighting procedures; NSTM chapter 079, Volume 2 for HM damage control procedures; and NSTM chapter 077 for personal protective equipment guidance. The following summarizes the information found in references (m) and (n).

b. Because of the extremely hazardous nature of many materials used aboard ships, only trained personnel shall respond to an HM spill. Personnel shall be trained by supervisory personnel to clean up small spills of HM. Appropriate MSDSs shall be used to conduct training.

c. **Spill Discovery and Notification.** Spills or potential spills of HM may be discovered by regularly scheduled inspections of storerooms and workshops, by detection devices such as fire alarms and oxygen deficiency detectors, and during routine operations. All discoveries of spills or situations that may lead to a spill must be verbally reported **immediately** to supervisory personnel and the OOD (underway)/Deck Officer of the Watch (in port). All spills shall be reported as required by this instruction. Crewmembers are **not** to remain in the area to investigate the spill. Whenever possible, however, the discoverer shall report the following information:

(1) Time of spill discovery.

(2) Location of spill.

(3) Identification of spilled material.

(4) Behavior of material (reactions observed).

(5) Source of spill (e.g., tank or container).

(6) Personnel in vicinity of spill (list by name and department).

(7) Volume of spill.

(8) Anticipated movement of spill (e.g., leakage to lower deck passage from amidships toward galley).

(9) Labeling or placarding information (copy data from spilled container only after exposure to spill is eliminated).

d. **Initiation of Action**. In accordance with reference (m), coordination and direction of spill response efforts at the scene of an HM spill shall be accomplished by the ship's HM/HW Coordinator, Chief Mate or Mate on Watch, as appropriate, who shall initiate the following actions:

Comment: Navy inst says OOD

CAUTION: Do not enter the contaminated area until the necessary protective clothing and equipment have been determined.

(1) Evacuate all personnel from areas that may be exposed to the spilled material, especially vapors.

(2) Cordon off the affected area.

(3) Arrange first aid for injured personnel.

(4) Prevent spills from entering other compartments by any means that do not involve personnel exposure to the spill, such as closing drains, ventilation, ducts, doors and hatches.

(5) Disperse gases or vapors to weather using forced exhaust ventilation or by natural ventilation such as opening doors or hatches. If atmosphere is suspected to be flammable or explosive, only explosion-proof fans shall be used for forced exhaust ventilation.

(6) Eliminate any fire or explosion hazards such as electrical equipment, incompatible materials and open flames.

e. **Evaluation**. Proper evaluation of a spill can prevent fires, explosions, personal injury or permit steps to lessen their impact. This evaluation consists of the following three steps:

(1) Obtain as much of the following information as possible from container labels and MSDS before starting response actions:

(a) Type and concentration of the spilled material.

(b) Hazardous characteristics of the spilled material:

(1) Flash Point

(2) Toxicity

(3) Corrosiveness

(4) Potentially incompatible substances

(5) Effects resulting from exposure (fainting, dizziness, skin or eye irritation, nausea)

(6) First-aid measures for exposure

(2) Determine dangerous conditions or potential consequences of the spill, including:

(a) Fire or explosion.

(b) Presence of oxygen-deficient atmosphere in compartment.

(c) Presence of toxic or explosive gases.

(d) Possibility of dangerous vapors being drawn into ventilating system.

(e) Other HM in the compartment that would play a role in a fire or explosion or is incompatible with the spilled material.

(3) Determine from the MSDS the appropriate spill response equipment and protective clothing necessary for safe and effective response.

f. **Containment and Damage Control**. Actions taken during this phase are directed toward controlling the immediate spread of the spill and minimizing the impact to the ship and crew. Depending on the type of spill, some or all of the following procedures may be employed:

(1) Fight fire (if any), being careful to use fire fighting methods compatible with the material involved.

(2) Shut off or otherwise stem the spill at its source, whenever feasible, by: replacing leaking containers; plugging leaks in tanks; emptying tank of remaining contents; encapsulating a leaking container into a larger, liquid-tight container; or segregating leaking containers.

(3) Predict spill movement and take further action to prevent the spill from possibly entering other compartments by closing scuppers, drains, ventilation ducts, doors or hatches.

(4) Contain liquid material using barriers, such as sand, upholstery, sorbents or other equipment suitable to dam the flow.

g. **Dispersion of Gas/Vapor**. If a flammable gas or vapor is released as a result of the spill, the gas/vapor shall be dispersed or diluted as soon as possible. The gas/vapor shall not be allowed to enter other compartments. In some cases, the explosive atmosphere shall be contained and diluted to lower its concentration below the Lower Explosive Limit (LEL). Have the Gas Free Engineer check the spill area for LEL and toxicity. The atmosphere can then be dispersed by one of the following methods:

(1) Normal exhaust ventilation (explosion-proof only).

(2) Blow-out ventilation (forced exhaust) (powerful exhaust ventilation provided in some HM storerooms--explosion-proof only).

(3) Doors and hatches open to the weather.

(4) Portable fans (explosion-proof only).

h. **Clean-up and Decontamination**. During this response phase, personnel, as directed by the person in charge, shall employ the spill clean-up methods recommended on the MSDS and shall use the shipboard OHS Spill Kit. Surfaces shall be thoroughly cleaned of the spilled material. After the spill clean-up, the compartment shall be thoroughly ventilated. Reusable protective clothing shall be thoroughly decontaminated and otherwise maintained before it is returned to its proper storage location.

NOTE: Identification of specific requirements for respiratory protection and proper use of this equipment is a critical aspect of all clean-up and decontamination operations.

i. **Disposal of Contaminated Materials**. All non-reusable clean-up materials are to be placed in impermeable containers, stored and disposed of as used hazardous material. These materials include unrecoverable protective clothing, sorbents, rags, brooms and containers.

j. **Certification for Safe Re-Entry**. In accordance with reference (m), the spaces affected by the spill shall be certified safe by the Chief Mate or Mate on Watch before normal shipboard operations are resumed in that space. The Chief Mate shall ascertain the following before allowing re-entry:

(1) All surfaces -- deck, counters, bulkheads and overheads -- have been thoroughly cleaned of the spilled material.

(2) All compartments have been adequately ventilated as determined from analysis by the Gas Free Engineer.

(3) All contaminated clean-up materials, including protective clothing, have been packaged, marked and handled as used HM.

7. **Safety Information for OHS Spill Response**

a. **Requirements**. Reference (a) requires all Navy ships to have OHS spill contingency plans. This section provides an overview of safety information for response to oil and other petroleum product spills. The MSDS shall be utilized for guidance for response to hazardous material spills. Personnel safety is always paramount in response to hazardous material and oil spill incidents.

b. **Hazard Evaluation. The MSDS shall be the primary source of product safety information.** The MSDS contains several sections, the most important of which are the sections providing health hazard data and precautions for safe use and handling. Consult the DOD hazardous information CD-ROM, reference (q), as the main source of MSDS information.

c. **Protective Equipment**. The MSDS provides basic information for protective equipment usage which must be supplemented by an on-site assessment. When in doubt regarding two options for protective equipment use, employ the higher level of protective equipment. General guidance is provided in reference (q).

(1) Confined space work and/or lack of ventilation will require on-site evaluation by the Safety Officer and gas free evaluation prior to entry into the area. For spills involving gasoline, gas freeing is likely to be required because of its rapid evaporation.

(2) Diesel fuels (such as DFM) are less easily evaporated and pose less of a fire and health hazard. In general, clean-up of small quantities of diesel fuels (DFM) or bulk lubricant in open air conditions, (i.e., on deck with a good breeze) are less likely to require respiratory protection.

(3) Limits for occupational exposure are almost always much lower than the lower explosive limit. Therefore, spaces certified as not having an explosive atmosphere may still have levels of vapors above the occupational exposure level and requiring the use of respiratory protection. Check the MSDS to determine the limits for exposure levels.

(4) Use of solvent/oil resistant gloves is important to prevent irritation and cracking of the skin. Certain constituents of petroleum products may penetrate internal tissues through the intact skin. The MSDS should provide the main source of information on selection of gloves and other resistant clothing. Where this information is not provided, nitrile rubber gloves (green) should be used in the clean-up of solvent, paints or thinners and most other petroleum-based products. These are provided in the OHS spill kit. Butyl rubber gloves, (black), should be used for acids, alkalis, PCBs or dry chemicals. Where safety will permit, personnel performing routine on-deck activities involving potential contact with petroleum products should use solvent resistant rather than cloth or leather gloves.

(5) Oil and/or solvent resistant clothing and boots are recommended for clean-up of spills where significant skin contact is likely. The MSDS should describe the hazards of skin contact. Some chemicals are absorbed through the intact skin. All petroleum products will irritate the skin.

(6) Eye protection, generally chemical goggles and/or splash shields, should be used to protect the eyes from contact with irritants. Face shields provide protection to the face and neck from flying particles, liquids or sprays. Face shields alone do not provide adequate protection against these hazards in an uncontrolled (i.e., emergency) situation and must be worn with protective eyewear. If oil or solvents get into the eyes, flush for 15 minutes immediately with running water. A second person will generally be needed to escort the affected individual to the eyewash and then to further medical assistance.

8. **Emergency Cargo Transfer**

a. The Emergency Cargo Transfer Checklist in Appendix B summarizes the initial considerations in the event an emergency transfer of cargo or fuel is necessary. The Master shall develop vessel and incident-specific procedures using the guidance provided in the "Ship-to-Ship Transfer Guide" (Petroleum) published by the International Chamber of Shipping (ICS) and the Oil Companies International Marine Forum (OCIMF), or similar sources.

b. The resources necessary to carry out emergency cargo and fuel transfers will be obtained by the Navy under the terms specified in references (r) and (s).

9. **Procedures for Emergency Towing and Salvage**

a. References (r), (s) and (u) provide procedures for arranging for towing and salvage of MSC ships. The Emergency Towing Checklist in Appendix B contains summarized procedures for emergency towing.

b. Should shore-based assistance be required, the Navy shall conduct all salvage activities for MSC ships under the terms and conditions of references (s), (t) and (u).

c. In accordance with reference (u), when a salvage situation is imminent, a MSC Salvage Board shall be established and convened as necessary to serve as liaison between COMSC, SUPSALV and other involved parties (such as contract operators or ship owners). The members of the board shall include representatives from Engineering, Operations and Counsel.

10. **Discharge Planning Volumes**. Vessel crews are equipped to deal with small spills that can be confined on deck. Appendix D lists the total volumes of oil cargo and fuel that would constitute a worst case discharge for each vessel class. The response resource requirements to deal with a spill of this size are calculated in accordance with Appendix B of 33 CFR 155.

11. **Damage Stability and Hull Stress Considerations**. Vessel personnel, particularly the Chief Mate and Master, are trained and qualified to perform stability and hull stress evaluations, consistent with the requirements of their normal duties. MSC vessels have access to a shore-based damage stability and residual strength calculation program via SUPSALV. The Stress and Stability Assessment Checklist in Appendix B lists information to be collected by the crew in order to facilitate shore-based assistance should it be necessary. Additional plans and information related to stability and damage control (general arrangement and midships section plans, line tables, tank tables, load line assignments and light ship characteristics) for MSC vessels are available aboard each ship and at MSC Headquarters.

SECTION 4

SHORE BASED RESPONSE ACTIVITIES

1. **MSC Headquarters**. MSC is headquartered in Washington, DC, and its operations are directed by several Area Commands and field activities around the world. MSC activities and ships are fully integrated into the operational structure of the U. S. Navy's major fleets and their subordinate numbered fleets worldwide. MSC Headquarters provides an Environmental Command Assistance Team (E-CAT) to carry out emergency response activities in the event of a spill and to assist the NOSC as necessary.

2. **Navy Response Organization**

a. MSC relies on the worldwide OHS spill response network developed by the U. S. Navy. Navy policy for OHS spill response is detailed in OPNAVINST 5090.1B, Environmental and Natural Resources Program Manual. The instruction discusses requirements, assigns responsibilities and issues policy for the management of the environment and natural resources, and requires the Navy to fully prepare for OHS pollution incidents and to undertake immediate action to minimize the harmful effects of any such pollution. The instruction requires the preparation of OHS Contingency Plans by all Navy activities and ships that handle, transport or store oil. The plans are consistent with the priorities established by reference (l), the National Oil and Hazardous Substance Pollution Contingency Plan (NCP). The Navy Response Organization is based on an Incident Command System that satisfies the requirements and intent of Federal and State regulations, and is shown in Figure 4-1.

(1) Navy response follows the widely accepted Three-Tiered Response System. Tier 1 consists of mobilizing and deploying immediately available resources, such as those pre-positioned at a specific base. Every Navy facility with oil handling responsibilities is capable of a Tier 1 response. Tier 1 responses are conducted by local Navy activities and managed by Facility Incident Commanders (FIC).

(2) Larger spills will require greater quantities of response equipment and a Tier 2 response. Tier 2 consists of mobilizing equipment from a wider regional area. For example, equipment from several Navy facilities located in the same geographic area would be used during a Tier 2 response.

(3) Tier 3 is considered to be a coast-wide or national response effort and involves mobilizing equipment to a major spill from multiple regions. Tiers 2 and 3 responses are overseen or directed by the applicable NOSC.

b. **Area Environmental Coordinators (AEC)**. AECs and Fleet Commanders establish contingency planning and response policies in their assigned areas. AECs designate the shoreside NOSCs.

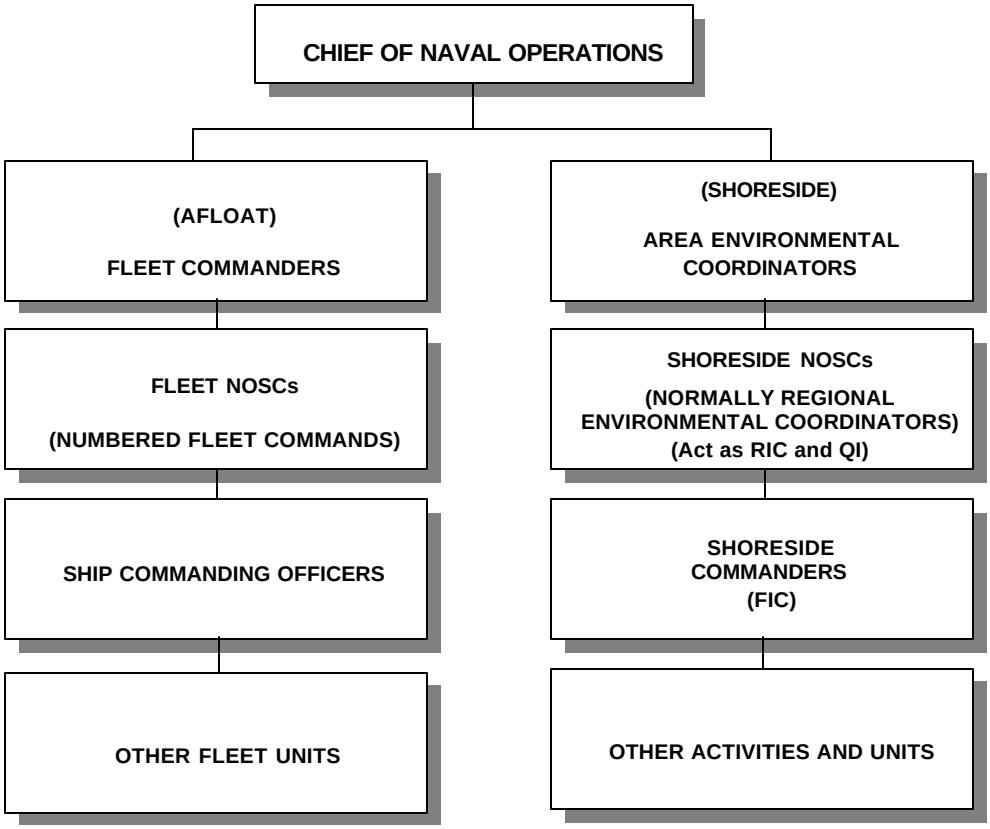
c. **Navy On Scene Coordinator (NOSC)**. NOSCs are generally regional environmental coordination authorities who represent senior Navy commanders for environmental matters within that region. The NOSC will act as the Regional Incident Commander (RIC). The NOSCs duties include ensuring that facilities within their area of responsibility have the capability to control, contain and clean up OHS spills. The NOSC acts as the QI required by USCG regulations, with full authority to activate and engage spill response contractors and all other necessary resources. The NOSC is also the FOSC for Navy HS releases, and is the individual responsible for coordinating spill response activities with the FOSC in the event of an oil spill. The NOSC acts as the Incident Commander for spills in areas that are not assigned to FICs, and for spills that exceed the capability of the assigned FIC.

d. **Facility Incident Commanders (FIC)**. NOSCs designate shoreside commanders as FICs to assume initial responsibility for spill response actions in certain areas. FIC designations are made on the basis of OHS risk posed by the facility/terminal and the response capability of commands in each area. The FIC will initially act as the Incident Commander and direct all spill response actions until relieved, if necessary, by the NOSC.

e. The Navy has ensured the availability of response resources to meet the "worst case scenarios" in U. S. waters by one or more of the following methods; pre-positioning Navy owned response resources, obtaining membership in commercial clean up cooperatives or through the use of USCG Basic Ordering Agreements (BOA) to provide additional resources. Overseas NOSCs have the same authority and similar arrangements to activate spill clean-up contractors.

f. **Supervisor of Salvage (SUPSALV)**. For major spills that exceed the capabilities of the area NOSC, NAVSEA provides response resources through SUPSALV. SUPSALV is the Navy's equivalent of an Oil Spill Response Organization (OSRO) and is considered a national asset. The USCG frequently requests SUPSALV personnel and equipment for spill response activities. SUPSALV is positioned to respond to a MSC vessel in all COTP zones.

(1) SUPSALV will provide expertise and equipment at the request of the cognizant NOSC in the areas of lighterage, firefighting, salvage, oil and hazardous materials spill control, diving and ocean engineering.



NAVY OHS POLLUTION RESPONSE ORGANIZATION

FIGURE 4-1

(2) SUPSALV can provide all necessary oil spill response equipment (i.e., skimmers, POL storage bladders, transfer pumps, tow boats, containment boom, etc.) to meet the response resource requirements identified in Appendix C for Tiers 2 and 3, as well as portable field support equipment, shops, offices, etc. All equipment can be deployed by air from the principal Emergency Ship Salvage Materials (ESSM) warehouses in Port Hueneme, CA, and Williamsburg, VA, and additional equipment is located at satellite storage facilities in Anchorage, AK, and Pearl Harbor, HI.

g. **Spills from chartered vessels**. Response to OHS incidents from vessels that are under time or voyage charters to MSC (non-public vessels) is the responsibility of the vessel owner or operator under the relevant chartering contract. OHS incidents from these vessels will still be reported to USTRANSCOM, COMSC and the NOSC. MSC and the NOSC will monitor any such incidents to ensure that the interests of the United States are not unnecessarily prejudiced.

3. **Spill Response Management – MSC**

a. The MSC Headquarters E-CAT will provide advice and assistance to the NOSC as needed. This team may provide direct input to the NOSC at the Command Staff level of the Integrated Command System, or may be integrated into the NOSC organization as shown in Figure 4-3 or as required. At a minimum, MSC shall provide accounting data and a technical advisor familiar with the ship and cargo to assist the NOSC.

b. The team may be composed of the following personnel or a designated representative depending on the magnitude of the spill:

(1) Legal Counsel (N2)

(2) Operation and Plans Director (N3/5)

(3) Director of Environmental Programs (N731/N00EP)

(4) Engineering Director (N7)

(5) Comptroller (N8)

(6) Public Affairs Director

(7) Program Managers

4. **Spill Response Management - Navy On Scene Coordinator**. As required by the NCP and Area Contingency Plans, the OHS spill response management structure is based on an Incident Command System (ICS) consistent with the National Interagency Incident Management System (NIIMS) model. Figure 4-2 shows the Unified Command Organization described in the Area Contingency Plans. The NOSC's command structure (Figure 4-3) is compatible with this organization.

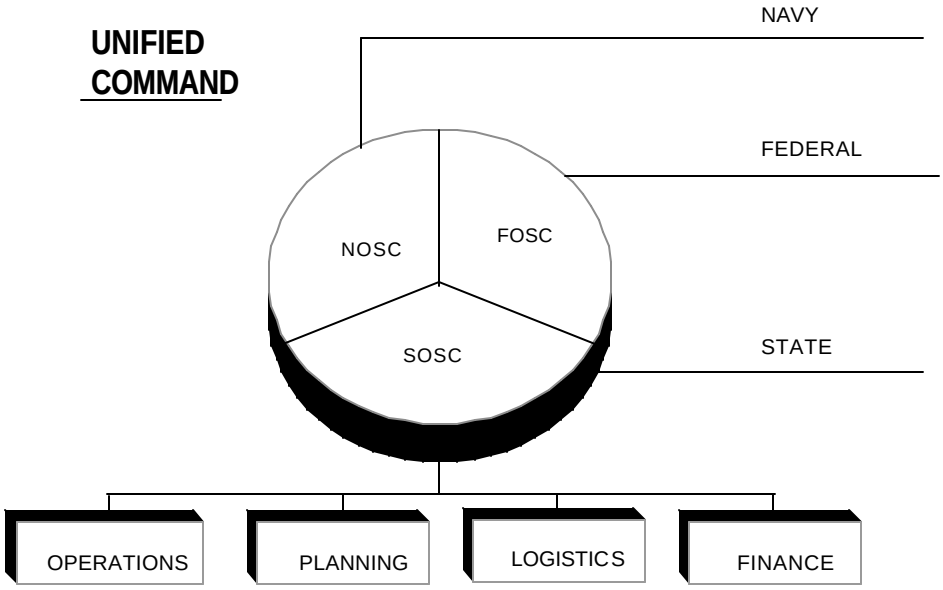


Figure 4-2 Unified Command Organization

a. The **Unified Command** for Navy OHS spill response consists of the following elements:

(1) A predesignated **FOSC** from one of the following agencies:

(a) USCG for all oil spills in the coastal zone.

(b) U. S. EPA for all oil spills in the inland zone.

(c) DoD for HS releases from/on DoD facilities and vessels.

(2) A predesignated **NOSC** or Navy FIC as the On-Scene Coordinator for the responsible party.

(3) A predesignated State On-Scene Coordinator (**SOSC**).

b. The Unified Command is responsible for coordinating the interests of the responsible party, Federal, State and local agencies, and public and private interests to arrive at joint strategic decisions to carry out the spill clean-up. The Unified Command jointly establishes objectives, strategies and priorities of the response.

c. The underlying ICS organization is designed to expand or contract readily, as required to effectively manage the spill response. For small spills, the functional sections may be sufficiently staffed by relatively few personnel from the facility/terminal at which the spill occurred and be headed by the NOSC/FIC. Progressively larger incidents may develop into a Unified Command Structure and require a more fully staffed structure using facility and NOSC personnel, support personnel from neighboring Navy activities and may also include federal and state agency personnel.

d. The Incident Commander can activate personnel, as required, based upon the size of the spill and complexity of the response effort. The Navy Incident Commander position may be filled by either the Commander of the responding Navy facility or the NOSC, depending on the circumstances of the spill. In the event of a spill from a ship outside the boundaries of a Navy facility and within the NOSCs area of responsibility, the NOSC will act as the Incident Commander. If the NOSC assumes direction of the overall response, the Commander of the responding Navy facility will normally be assigned a staff position, such as the Deputy Incident Commander. If the response effort becomes large enough to warrant a Unified Command, the NOSC is the individual that will liaise with the FOSC on behalf of the Navy. The identity of the Navy Incident Commander must be clear at all times to all concerned.

e. A Navy facility or ship that originates or discovers a spill or release is responsible for initial control, containment, and clean-up efforts. If this clean-up is beyond its capabilities, the activity or ship shall request assistance from the NOSC /FIC.

f. The NOSC is responsible for directing and/or coordinating all oil and hazardous substance spill responses within his/her area of responsibility. This may include mobilization of other local and regional Navy assets, mobilization of SUPSALV resources, augmentation of the facility/terminal spill management team, or activation of Basic Ordering Agreement (BOA) response contractors or other commercial response organizations.

g. A typical NOSC spill response management organization is shown in Figure 4-3. The names and 24-hour contact numbers for the members of the Command Staff and the chiefs of the four functional sections are maintained on the NOSCs Command Duty Officer OHS recall bill.

h. Detailed descriptions of the duties and responsibilities of the functional sections are described in the NOSC OHS Contingency Plan, Chapters 4 through 7.

(1) The Operations section directs and coordinates all tactical operations within the response area. It assists the Planning section in defining response goals and operational goals detailed in the incident action plan, develops mission assignments and schedules to accomplish the goals, identifies resource requirements and, as appropriate, recommends release of resources. The Operations section also evaluates and reports the results of response operations.

(2) The Planning section is responsible for collecting and evaluating information about the incident and response. It develops action plans to accomplish stated response goals and objectives, evaluates alternative strategies and operational plans based on changing requirements, documents all response actions and disseminates technical and environmental information to concerned parties.

(3) The Logistics section is responsible for supplying all resources required to carry out the response and to support continuing operations.

(4) The Finance section is responsible for handling all accounting services and personnel administrative matters.

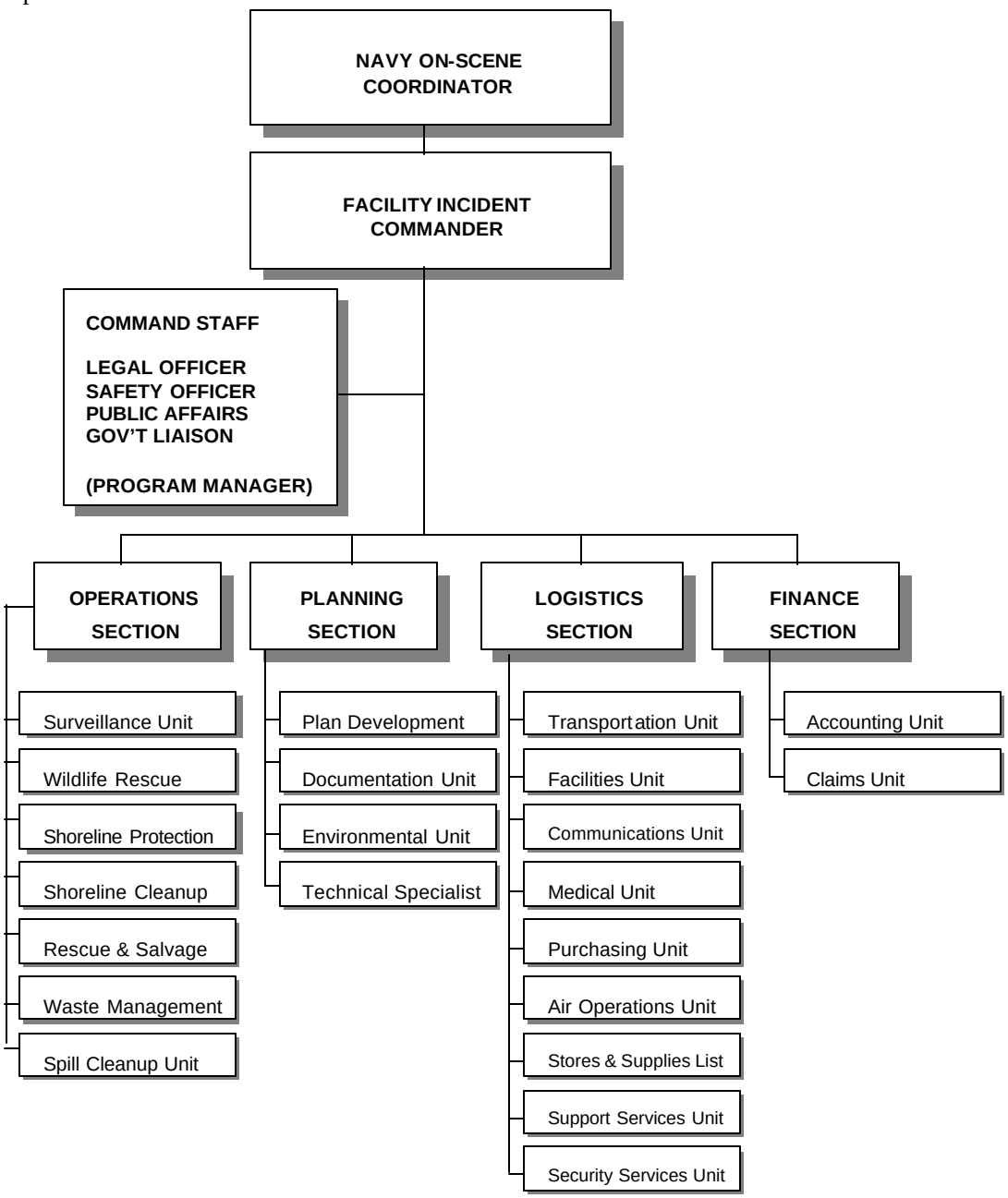


Figure 4-3 Typical NOSC OHS Spill Response Organization

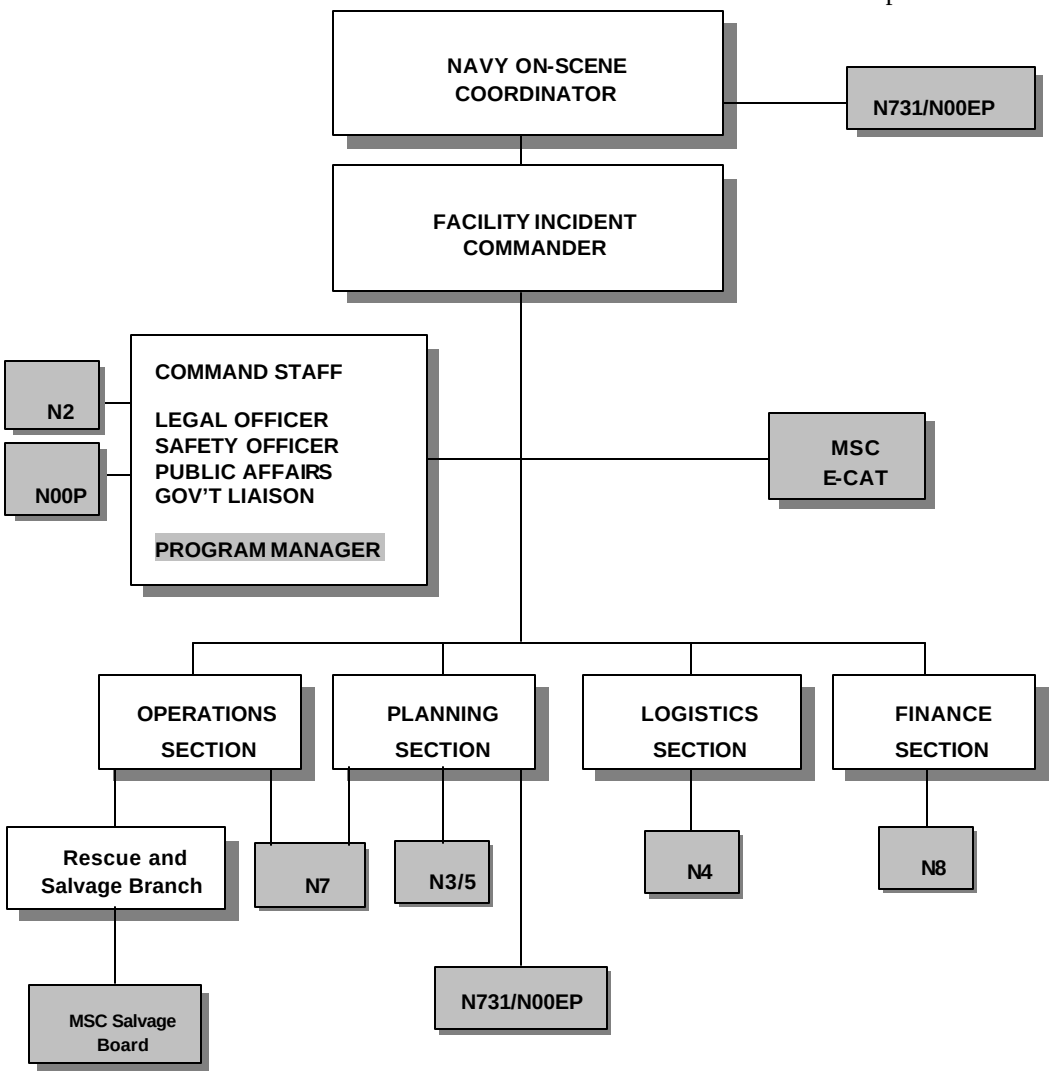


Figure 4-4 MSC Code Interaction with NOSC Spill Response Organization

SECTION 5

POLLUTION PREVENTION/ RESPONSE TRAINING

1. **Shipboard Personnel** MSC provides extensive training to vessel crews in pollution prevention and response as part of the MSC Environmental Protection (EP) Program.

a. Vessel personnel are assigned spill response duties consistent with their normal shipboard responsibilities, as described in Section 3.

b. Personnel who receive, transfer or dispose of oil products or hazardous substances and their supervisors shall be trained in proper procedures for the following:

(1) Connecting and disconnecting to other ships and shore,

(2) Transfer of oil or oily waste or hazardous substances,

(3) Maintenance of transfer equipment, and

(4) Spill response.

c. Crew ratings and officer license requirements are the minimum qualifications required of vessel personnel to carry out their assigned spill containment duties. Additional training is provided to select personnel by MSC on oil spill prevention and control and hazardous materials handling and disposal.

d. A training review will be conducted at least once a month, prior to the emergency procedures drill.

e. The monthly emergency procedures drill will include breakout and staging of all equipment, checking of communications circuits and operation of pumps. Phone calls will be made to the local COTP (in U. S. waters) and NOSC to verify the phone number's validity. The drills should cover each of the emergency procedures in Appendix B.

f. Crew training records shall be maintained aboard each ship for 3 years. See Appendix H for sample Oil Spill Prevention and Mitigation Training Journal.

2. **Shore Based Personnel**

a. Training of the NOSCs is carried out through regularly scheduled NOSC training courses and periodic workshops prepared by SUPSALV. MSC personnel from Headquarters and Area Commands shall regularly take advantage of these training opportunities. The NOSC Training Course covers all areas of spill response, including ICS organizations and the Unified Command, spill response management, SUPSALV and/or NOSC response equipment, natural resource damage assessments, and updates on environmental protection initiatives and legislation affecting Navy operations worldwide.

b. MSC and other Navy commands are active participants in the national Preparedness for Response Exercise Program (PREP). PREP is described in Section 6.

SECTION 6

DRILLS AND EXERCISES

1. Area Commanders will conduct drills to exercise the MSC and area NOSC oil spill contingency plans. Drills will be conducted in accordance with reference (g) and will follow PREP guidance. Drill critiques will be prepared by the Area Command Spill Management Team and copies will be forwarded to COMSC (N731/N00EP). The critiques will certify whether the drill:

a. was completed,

b. met required objectives, and

c. was evaluated to determine the effectiveness of the response plan.

2. **Command Post Exercises**. The MSC Headquarters Director of Environmental Programs (N731/N00EP) will coordinate periodic Command Post Exercises (CPX) with Area Commanders to exercise ship and Area Command familiarity with the contingency plan requirements regarding OHS spill incidents.

3. **MSC Spill Management Teams**. MSC Spill Management Teams may include designated personnel from COMSC, Area Commanders, NOSCs as well as USNS ships. Participation of state and local environmental agencies will be invited.

4. **National Preparedness for Response Exercise Program (PREP)**. MSC is an active, committed participant in PREP and regularly provides vessels, facilities and personnel for exercises held around the United States. This program was established to provide a means for participants to meet the various spill response preparedness exercise requirements of the Oil Pollution Act of 1990. Participation in the PREP program satisfies the exercise requirements of the USCG, the EPA and other agencies concerned with oil spill response. Participation in PREP allows MSC and the Navy to identify problem areas in their contingency plans, and to ensure the highest levels of preparedness throughout the spill response organization.

5. **PREP** exercise guidelines divide required drills into two categories: internal and external.

a. **Internal Drills**. These drills are internal to the participant's spill response organization. The drills listed below may be conducted as separate events, or combined to satisfy multiple requirements with one drill event. Detailed information is available in reference (g). Tables 6-1 through 6-6 describe the objectives of each drill, required frequencies, identify participants, etc. Internal drills include:

(1) **Qualified Individual Notification Drill**. The area NOSC is the Qualified Individual for all Navy oil spills. Masters will initiate these monthly drills.

(2) **Onboard Emergency Procedures Drills**. The emergency procedures are listed in Appendix B. Every month the Master shall select one of the emergency procedures from Appendix B and conduct a drill to ensure that the associated checklist reflects actual practice aboard the vessel. Masters are encouraged to modify the checklists as necessary to ensure that the checklists become useful documents for use in emergency situations.

(3) **Spill Management Team Tabletop Drills**. These annual drills include internal tabletop exercises and drills that exercise MSC's interaction with the entire response community, including actual contact and coordination with NOSC, NRC, COTP, as well as involvement of local/state representatives. The MSCO, NOSC or FIC will initiate the drill.

(4) **Equipment Deployment Drills**. The equipment deployment drills are designed to validate that the spill response equipment is appropriate for the operating environment in which it is intended to be used and that the operating personnel are trained and capable of its deployment and operation. The drills are conducted by SUPSALV and this certification provided to MSC.

(5) **Unannounced Drills (MSC-initiated)**. The annual unannounced drill will be combined with one Onboard Emergency Procedures Drill. See Table 6-3.

b. **External drills** include:

(1) **Area Exercises**. Every Federal area is required to conduct this type of exercise once every 3 years. There are a total of 60 areas. Twenty areas a year will be selected by a national coordinating committee to conduct these exercises. Responsibility for conducting these exercises rests with the USCG, the EPA and industry representatives.

(a) Area exercises focus on the response organization for a significant spill. They are intended to test the contingency plans of the various parties required to assist in response to a major oil spill, and how well these plans interact with the Area Contingency Plan prepared by the federal, state and local authorities. The exercise scenario is determined by the organization designated as the “lead,” and is usually about 8-12 hours in duration. Exercises are evaluated by a joint government/industry team and lessons learned are distributed nationwide via the National Response System.

(b) As with unannounced exercises, if MSC is selected for participation in one of these exercises, MSC will not have to participate in another area exercise for that particular 3-year cycle.

(c) Documentation used to record the drill must be approved by the On Scene Coordinator and the government agency overseeing the exercise. Records of this documentation will be maintained at MSC Headquarters for a period of 3 years.

(2) **Unannounced Drills (USCG-initiated)**. The USCG and/or EPA may conduct as many as four unannounced drills per area per year. Since there are 47 USCG areas and 13 EPA areas, there will be 4 x (47+13) or 240 unannounced drills per year. If MSC is selected for one of these drills, MSC does not have to participate in another drill of this type for 36 months.

(a) These drills are limited to 4 hours in duration, involve equipment deployment and address the average most probable discharge scenario.

(b) Credit is received for an Unannounced Drill, a QI Notification Drill and an Equipment Deployment Drill.

(c) Documentation will be kept at MSC Headquarters for a period of 3 years. Participating vessels should also record this drill in their logbooks to receive credit.

(d) If the USCG requests MSC to participate in an announced drill, members of the MSC Response Action Team and NOSC shall participate to the extent required by the COTP.

6. **PREP Schedules**. SUPSALV develops PREP exercise schedules indicating which areas are selected, whether the Navy or MSC will be involved as the lead agency or as a participant. The schedule for a given year is generally available in the fall of the preceding year.

Table 6-1

MSC DRILL GUIDELINES

	QI (NOSC) Notification (Conducted as Part of all Other Drills)	Onboard Emergency Procedures	Spill Management Team Tabletop Drill	Equi
Participating Elements	Vessel Personnel, NOSC	Vessel Personnel	Spill Management Team (SMT)	SUPSALV
Initiating Authority	Master	Master	E-CAT, Individual FICs and NOSCs	SUPSALV
Frequency	Monthly	Monthly, if operating conditions permit.	Annually	Annually drills are
Certification	Self	Self	Self	SUPSALV
Evaluation	Self	Self	Self	SUPSALV
Credit	1) Credit for an actual spill response. 2) Credit if conducting routine business or in conjunction with other drills, provided that the objectives of the drill are met and documented.	1) Credit for an actual spill response. 2) Credit if conducted in conjunction with other drills, provided that the objectives of the drill are met and documented.	1) Credit for an actual spill response. 2) Credit if conducted in conjunction with other drills, provided that the objectives of the drill are met and documented.	1) Credi respo 2) Credi conju provi the di docu deplo be cr if 600 one d 400' r anoth
	The drills may be conducted separately, or may be combined to satisfy drill requirements.			
Records	Retain for 3 years. Drills conducted on board vessels documented as logbook entry in Vessel Lo			

Table 6 -2

QI (NOSC) NOTIFICATION DRILL

Applicability:	-	MSC vessels.
Frequency:	-	Monthly.
Initiating Authority:	-	Master.
Particip. Elements:	-	Vessel personnel, NOSC.
Scope:	-	Exercise communication between vessel personnel and the NOSC.
Objectives:	-	Contact (telephonic, radio, message -pager, or facsimile) and confirmation must be made with the area NOSC.
Certification:	-	Self certification.
Verification:	-	Verification of logbook entry to be conducted by the USCG during vessel boardings.
Records:	-	Retain 3 years.
Evaluation:	-	Self evaluation.
Credit:	-	The ship may take credit for this exercise in the course of conducting routine business or other drills, or an actual spill response, provided that the objectives of the drill are met and the drill is properly recorded.

Table 6 -3

ONBOARD EMERGENCY PROCEDURES DRILL

Applicability:	-	MSC vessels.
Frequency:	-	Monthly, as operating conditions permit.
Initiating Authority:	-	Master.
Particip. Elements:	-	Vessel personnel.
Unannounced Drill:	-	MSC is required to conduct an internally-initiated unannounced drill annually. This does not have to be a separate drill. MSC will conduct an internal unannounced drill concurrent with one of the Onboard Emergency Procedures Drills. The drill will be annotated as both an Unannounced Drill and an Onboard Emergency Procedures Drill.
Scope:	-	Exercise the vessel's onboard emergency procedures for spill mitigation or prevention.
Objectives:	-	Conduct a "walkthrough" of the emergency procedures for spill mitigation or prevention of a discharge or substantial threat of discharge of oil.
	-	The "walkthrough" should exercise one or more of the sections of the emergency procedures listed in Appendix B for spill mitigation, for example: -- simulation of response to a collision. -- simulation of response to an oil spill on deck of the vessel. -- simulation of response to a vessel fire.
Certification:	-	Self certification.
Verification:	-	Verification of logbook entry to be conducted by the USCG during vessel boardings.
Records:	-	Retain 3 years.
Evaluation:	-	Self evaluation.
Credit:	-	The ship may take credit for this drill when conducted in conjunction with other drills, or an actual spill response, as long as all objectives are met and a proper record generated.

Table 6 -4
SPILL MANAGEMENT TEAM TABLETOP DRILL

Applicability:	- Spill Management Team (MSCO/E-CAT, Individual FICs and NOSCs)
Frequency:	- Annually.
Initiating Authority:	- MSCO, FIC/NOSC.
Particip. Elements:	- Spill Management Team.
Scope:	- Exercise the Spill Management Team's organization, communication and decision making in managing a spill response.
Objectives:	- Exercise the Spill Management Team in a review of: -- Knowledge of the response plan. -- Proper notifications. -- Communications system. -- Ability to access OSROs, BOA contractors and SUPSALV. -- Coordination of organization/agency personnel with responsibility for spill response. -- Ability to effectively coordinate spill response activity with National Response System infrastructure. -- Ability to access information in Area Contingency Plan for location of sensitive areas, resources available within the area, unique conditions of area, etc. - At least one Spill Management Team Tabletop Exercise in a triennial cycle shall involve simulation of a Worst Case Discharge scenario.
Certification:	- Self certification.
Verification:	- Verification to be conducted by USCG.
Records:	- Retain 3 years.
Evaluation	- Self evaluation.
Credit:	- The Spill Management Team may take credit for this drill when conducted in conjunction with other drills, or an actual spill response, as long as all objectives are met and a proper record generated.

Table 6 -5

EQUIPMENT DEPLOYMENT DRILL

Applicability:	- SUPSALV.
Frequency:	- Annually.
Initiating Authority:	- SUPSALV.
Particip. Elements	- SUPSALV, FICs, NOSCs.
Scope:	- Deploy and operate response equipment identified in the response plan. Only a representative sample of each type of equipment need be deployed and operated. A minimum of the following equipment must be deployed and operated: -- 1,000 feet of each type of boom in the inventory: -- One of each type of skimming system. -- Each in-situ burn system and dispersant system. - The remainder of the equipment which is not deployed is included in a comprehensive training and maintenance program. Credit will be given for deployment conducted during training. The maintenance program requires periodic inspection and maintenance in accordance with the manufacturer's recommendations and established practices.
Objectives:	- Ensure response equipment is operational and appropriate for the operating environment for which it is intended. . - Ensure that the personnel who would operate this equipment in a spill response are capable of deploying and operating it. - Ensure that the response resources participate in annual deployment drills.
Certification:	- Maintained by SUPSALV. Provided to plan holder, as necessary.
Verification:	- SUPSALV.
Records:	- Retained by SUPSALV for 3 years.
Evaluation:	- Self evaluation.
Credit:	- MSC may obtain drill verification from SUPSALV, or arrange for equipment deployment to be incorporated into other drills, or an actual spill response, as long as all objectives are met and a proper record generated.

Table 6 -6

UNANNOUNCED DRILL
USCG-INITIATED

Applicability:	-	MSCO/ E-CAT/NOSC/SUPSALV, MSC ships.
Frequency:	-	Once every 3 years
Initiating Authority:	-	USCG, EPA.
Particip. Elements:	-	MSCO/ E-CAT/NOSC/SUPSALV, MSC ships.
Scope:	-	Unannounced drills to be limited in scope, number and duration.
	-	Unannounced drills will be limited to a maximum of four drills per Area per year.
	-	Drills will be limited to a maximum of four hours in duration.
	-	Drills will involve response to an Average Most Probable Discharge scenario (50 barrel spill).
	-	Drills will involve equipment deployment to respond to spill.
Objectives:	-	Conduct proper notifications to respond to unannounced scenario of an Average Most Probable discharge.
	-	Demonstrate equipment deployment is: -- Timely. -- Conducted with adequate amount of equipment. -- Properly conducted.
Drill Preparation:	-	The Area Committee will meet annually to discuss details of the unannounced exercises to be conducted in the Area for that year. At this annual meeting, the Area Committee will consult with the initiating agency (i.e., USCG, EPA) to discuss the scenario development and requirements.
Certification:	-	Initiating agency (i.e., USCG, EPA).
Verification:	-	Initiating agency (i.e., USCG, EPA).
Records:	-	Retain 3 years (USCG), retain 5 years (EPA). It is unlikely that MSC will be involved in an EPA initiated drill.
Evaluation:	-	Evaluation to be conducted by initiating agency.
Credit:	-	Credit may be taken for an actual spill response when these objectives are met and a proper record generated. Completion of this drill will also meet the requirements for the notification and equipment deployment exercises.

SECTION 7

PLAN REVIEW AND UPDATE PROCEDURES

1. This plan will be reviewed annually, and after any significant spill, by MSC Headquarters. The review will determine the adequacy of the response effort and recommend changes to personnel or equipment allowances, as necessary. This review shall be conducted in conjunction with post-drill evaluations held after the annual oil spill removal organization field equipment deployment exercise.

2. The plan shall be reviewed by the Master at the time of assuming command of an MSC oiler, and annually thereafter.

3. All recommended changes shall be forwarded to COMSC (N731/N00EP). A copy of the page(s) showing the recommended change is acceptable. Forward recommendations to:

MILITARY SEALIFT COMMAND
DIRECTOR, ENVIRONMENTAL PROGRAMS (N731/00EP)
941 CHARLES MORRIS COURT SE
WASHINGTON NAVY YARD DC 20398-5540

4. The Master, the MSC Area Commander and MSC Headquarters personnel, as appropriate, shall review the effectiveness of the plan whenever it is implemented in response to a spill. Errors, omissions or suggested changes shall be forwarded to MSC Headquarters for evaluation. MSC shall review all proposed changes and shall promulgate approved changes to the plan holders.

5. COMSC (N731/N00EP) shall be solely responsible for managing and processing environmental program documents and policy to outside agencies. No spill response documents will be submitted to any agency external to MSC without authorization from COMSC (N731/N00EP) and (N2).

APPENDIX A

Response Notification Information

Table of Contents

Appendix A
Notification List

In the event of an OHS spill that impacts the water, or a threat of such a spill, the following parties shall be notified: (Use the Telephone Log provided in this appendix). Voice notification of all parties is not required for minor spills (except for the National Response Center). Parties not notified by voice shall receive a copy of the OHS spill report. (See Appendix C for relevant phone numbers).	**Master**	**MSC H Comma Control C Duty Off**
(In U.S. Waters, Panama Canal and territorial waters of Canada and Mexico) **National Response Center** by Voice at: **1-800-424-8802 OR 202-267-2675**		
Terminal or Facility Incident Commander (FIC) (for spills in U.S. military port) Applicable Navy On Scene Coordinator (NOSC) (for spills at sea or at non-U.S. military port)		
Commander, Military Sealift Command		
Send confirming OHS Spill Report (See following table)		
MSC Area Commander Appropriate Fleet Commander Operational Commander		
MSC Representative/Ship's Agent		
State Authorities Local Authorities USCG Captain of the Port		
(**In International/Foreign Territorial Waters)** Notify nearest country that may be affected by the spill.		

1. See notification procedures in Section 2 of this Plan.
2. See applicable Captain of the Port Zone in Appendix C.
3. See IMO Port Contact Information List in Appendix C.

OIL SPILL CLASSIFICATION/REPORT TABLE

Note that these are *"GUIDELINES ONLY"* provided to assist the Master in determining the type of OHS report to sul to *"quantity of oil spilled"*, other factors must be considered to determine the significance of a pollution event. In s otherwise "minor" spill may result in significant damage to sensitive areas, or create a situation of high media inte political implications. When in doubt, use the higher classification.

Classification of Spill Ref: 40 CFR 300	**Operating Area**				**Required**
	United States Waters		International Waters	Foreign Territorial Waters	
	Inland/Nearshore Zone (0-12 NM from shore)	Ocean (12NM - EEZ boundary)			
MINOR	Less than 1,000 Gallons	Less than 10,000 Gallons	Less than 10,000 Gallons	Less than 1,000 Gallons	Oil Spill Report (pg A-4).
MEDIUM	Less than 10,000 Gallons	Less than 100,000 Gallons	Less than 100,000 Gallons	Less than 10,000 Gallons	OPREP-3 (NAVY BLUE). Inte other naval commanders with incidents of military, political 5), and Oil Spill Report (pg A-
MAJOR	10,000 Gallons or more	100,000 Gallons or more	100,000 Gallons or more	10,000 Gallons or more	OPREP-3 (PINNACLE). An poses a substantial threat welfare of the United State significant public concern. media interest (pg A-6), an A-4).

OIL SPILL REPORT (Report Symbol OPNAV 5090-2)
(Message Format)

1. **Precedence.** Provided that prior voice reports have been made to both the National Response Center (NRC) and the chain of command, use "Routine" precedence for Oil Spill Reporting messages. If either voice report has not been made, use "Priority" precedence.

2. **Classification**. Oil Spill Reports are unclassified. Avoid inclusion of classified or sensitive business information to allow the report to remain unclassified.

3. **Updating Oil Spill Report Messages**. Oil Spill Report messages should be updated with a follow-up SITREP message as soon as the reporting activity becomes aware of new information concerning the origin, quantity, type, operation under way or cause of the spill. Similarly, if the final estimate of the amount of spill differs substantially from the amount initially reported, the reporting activity must send a SITREP update message to all action and info addressees on the original spill message.

4. Addressee and info blocks for oil spills in waters of the United States:

FROM: SHIP NAME
TO: NOSC
OPERATIONAL COMMANDER
INFO: Area Environmental Coordinator
CNO WASHINTON DC//N45//
CHINFO WASHINGTON DC//JJJ//
COMNAVSEASYSCOM WASHINGTON DC//00C//
COMSC WASHINGTON DC//N00/N3/N7/N731//
NFESC PORT HUENEME CA//424//
COGARD NATIONAL RESPONSE CENTER WASHINGTON DC//JJJ//
MAJOR CLAIMANT//JJJ//
NAVPETOFF ALEXANDRIA VA//JJJ//

5. Addressee and info blocks for oil spills in international and foreign territorial waters:

FROM: SHIP NAME
TO: NOSC
OPERATIONAL COMMANDER
INFO: Area Environmental Coordinator
CNO WASHINGTON DC//N45//
CHINFO WASHINGTON DC//JJJ//
COMNAVSEASYSCOM WASHINGTON DC//00C//
COMSC WASHI NGTON DC//N00/N3/N7/N731//
NFESC PORT HUENEME CA//424//
MAJOR CLAIMANT//JJJ//

NAVPETOFF ALEXANDRIA VA//JJJ//
(And other organizations as appropriate)

6. Body of Oil Spill Report:

UNCLAS//NO5090//
SUBJ: OIL SPILL REPORT, X GALLONS, [ACTIVITY NAME]
(MINIMIZE CONSIDERED) or
OIL SPILL REPORT, UNKNOWN VOLUME, [ACTIVITY NAME] (MINIMIZE CONSIDERED) or
OIL SPILL SHEEN SIGHTING, (MINIMIZE CONSIDERED)
MSGID/GENADMIN/ORIGINATOR//
RMKS/

1. LOCAL TIME AND DATE SPILL[OCCURRED/DISCOVERED].
2. ACTIVITY/SHIP ORIGINATING RELEASE:
   - Ships: list name, hull number and unit identification code.
   - For non-MSC spills discovered by ship; list name of responsible party, if known.
   - For spills from unknown source; list only "Unknown" until such time as definitive ly established.)
3. SPILL LOCATION:
   - At sea; list lat/long, distance to nearest land.
   - In port; list port name and specific location, i.e. pier or mooring designation.
4. AMOUNT SPILLED IN GALLONS:
   - Estimates must be made by examining loss at source: i.e. sounding tank, calculating flow rate of spill.
   - If amount unknown at time of this report, list only "Unknown" until such time as definitively established.
   - Estimating volume by visual observation of oil on water can be very unreliable.
   - If volume estimate can only be made by visual observation of oil on water, do not report estimate here.
   - If oil/water mixture, indicate percent oil.
5. TYPE OF OIL SPILLED:
   - List whether: IFO 180, IFO 380, diesel fuel marine (DFM); jet fuel (JP-5); aviation/automotive gasoline; automotive diesel; heating fuels (grade 1 or 2, kerosene); residual burner fuel (grade 4, 5 or 6); lubricating oil; hydraulic oil; oil/oil mixture (including slops and waste oil); oil/water mixture (including bilge waste).
   - If type unknown at time of this report, list only "Unknown" until such time as definitively established.

6. OPERATION UNDER WAY WHEN SPILL OCCURRED/DISCOVERED:
   - If fueling/defueling, list whether underway or in port by pipeline, truck or barge.
   - Whether conducting internal fuel oil transfer operations (including movement from one storage tank to another); pumping bilges; conducting salvage operations or other operations.
   - If operation unknown at time of this report, list only "Unknown" until such time as definitively established.
7. SPILL CAUSE:
   - Classify the cause of the spill by citing one or more of the following categories and then provide a narrative description of spill cause: structural; electrical; hose; valve/fitting; tank level indicator; oil/water separator/oil content monitor; other equipment (specify component that failed); collision, grounding, or sinking; valve misalignment; monitoring error; procedural/communications error; chronic/recurring or weather related.
   - If cause unknown at time of this report, list only "Unknown" until such time as definitively established.
8. SLICK DESCRIPTION AND MOVEMENT:
   - Size: length and width (yards or nm) and percentage of area covered.
   - Color: silver transparent, gray, rainbow, blue, dull brown, dark brown, black, brown-orange mousse.
   - Odor: noxious, light, undetectable.
   - Slick movement: set (degrees true toward) and drift (knots).
9. SPILL ENVIRONMENT:
   - Weather: clear, overcast, partly-cloudy, rain, snow, etc.
   - Prevailing wind at scene: direction (degrees true from), speed (knots), fetch (yards or nm).
   - Air and water temperature: indicate ice cover.
   - Sea state: Beaufort Force number.
   - Tide: low, high, ebb, flow or slack.
   - Current: set (degrees true toward) and drift (knots).
10. AREAS DAMAGED OR THREATENED:
   - Body of water, area or resources threatened or affected.
   - Nature and extent of damage to property, wildlife or other natural resources (if any).
11. TELEPHONIC REPORT TO NATIONAL RESPONSE CENTER [WAS/WAS NOT] MADE:
   - If not made, provide reason why.
   - If made, list DTG of telephonic report; NRC report/case number; name of NRC official taking report and command making the report.
12. SAMPLES [WERE/WERE NOT] TAKEN.
   - If taken, identify location(s) from which taken: tanks, hoses, piping, slip, jetty, etc.
   - If taken, identify collecting officer by name, rank and agency.
13. CONTAINMENT METHOD [PLANNED/USED]:
   - If none, state reason.
   - Otherwise, indicate equipment utilized: boom, ship's hull; camel; water spray.
14. SPILL REMOVAL METHOD [PLANNED/USED]:
   - If none, state reason.

- Equipment planned/used: Rapid Response Skimmer or Dip 3001 skimmer; portable skimmer; absorbent materials; other.

15. VOLUME OF PRODUCT RECOVERED IN GALLONS: (Decanted pure product.)
16. PARTIES PERFORMING SPILL REMOVAL:
    - Identify lead organization in charge: Navy, USCG, EPA.
    - Identify all other parties involved: commercial firms; supporting Navy or MSC activities; State or local agencies.
17. FEDERAL, STATE OR LOCAL REGULATORY ACTIVITY DURING THIS INCIDENT:
    - Identify by name and agency any official attending on-scene or making telephonic inquiry.
    - Note whether officials boarded vessel and include date, time and spaces inspected.
18. ASSISTANCE REQUIRED/ADDITIONAL COMMENTS.
19. LESSONS LEARNED: How could this spill have been avoided?
20. ACTIVITY CONTACT FOR ADDITIONAL INFORMATION:
    - List name, rank, command, code, DSN and/or commercial telephone numbers.

HAZARDOUS SUBSTANCE RELEASE REPORT
(Report Symbol OPNAV 5090-3)
(Message format)

1. Precedence: Provided that prior voice reports have been made to the NRC and the chain of command, use "Routine" for Hazardous Substance (HS) Release Report Messages. If either voice report has not been made, use "Priority" precedence .

2. Classification: HS Release Report messages are unclassified and do not warrant special handling marks unless classified or sensitive business information must be incorporated. Avoid inclusion of such information to the maximum extent possible to allow HS Release Report messages to be handled on an unclassified basis.

3. Correcting HS Release Report Messages: HS Release Report messages should be updated with a follow-up SITREP message as soon as the reporting activity becomes aware of new information concerning the origin, amount, nature of substance, type of operation at source or cause of release. Similarly, if the final estimate of the amount released differs substantially from the amount initially reported, the reporting activity must send a SITREP update message to all action and info addresses on the original message.

4. Addressee and Info Addressees for hazardous substance spills/releases in waters of the United States:

TO: NOSC
OPERATIONAL COMMANDER
INFO: Area Environmental Coordinator
CNO WASHINTON DC//N45//
CHINFO WASHINGTON DC//JJJ//
COMNAVSEASYSCOM WASHINGTON DC//00C//
COMSC WASHINGTON DC//N00/N3/N7/N731//
NFESC PORT HUENEME CA//422//
COGARD NATIONAL RESPONSE CENTER WASHINGTON DC//JJJ//
MAJOR CLAIMANT//JJJ//
LEGSVSSUPGRU OGC//ELO//

5. Addressee and Info Addressees for hazardous substance spills/releases in international and foreign territorial waters:

FROM: SHIP NAME
TO: NOSC
OPERATIONAL COMMANDER
INFO: Area Environmental Coordinator
CNO WASHINGTON DC//N45//
COMNAVSEASYSCOM WASHINGTON DC//00C//
COMSC WASHINGTON DC//N00/N3/N7/N731//
NFESC PORT HUENEME CA//422//
MAJOR CLAIMANT//JJJ//
LEGSVSSUPGRU OGC//ELO//
(And other organizations as appropriate)

6. Body of Hazardous Substance Spill/Release Report

UNCLAS//NO5090//
SUBJ: HAZARDOUS SUBSTANCE RELEASE REPORT (REPORT SYMBOL 5090-3)
(MIN: CONSIDERED)
MSGID/GENADMIN/ORIGINATOR//
RMKS/
1. LOCAL TIME AND DATE RELEASE [OCCURRED/ DISCOVERED]:
2. ACTIVITY/SHIP ORIGINATING RELEASE:
   - For MSC ships, list ship name, hull number and unit identification code.
   - For Navy shore facility, list facility name and unit identification code.
   - For non-Navy spills, list name of responsible party, if known.
   - If source unknown at time of this report, list only "Unknown" until such time as definitively established.
3. RELEASE LOCATION:
   - For release at sea, list lat/long and distance to nearest land.
   - For release in port, list port name and specific location.
4. AMOUNT RELEASED:
   - Use convenient units of weight or volume (kg, lb, gallons, liters, etc.)
   - For continuous release, estimate rate of release and amount left in container.
   - Estimates should be made by examining loss at source: sounding tank, calculating flow rate of spill.
   - **Unreliable estimates of volume using visual observations of HS on water may NOT be reported here**.
   - If amount unknown at time of this report, list only "Unknown" until such time as definitively established.
5. HAZARDOUS SUBSTANCE RELEASED:
   - If Extremely Hazardous Substance, headline this paragraph "**EXTREMELY HAZARDOUS SUBSTANCE RELEASED**."
   - Consult container labels, user directions, reference books, expert advice.
   - Provide chemical/product names, formula, synonym, physical/chemical characteristics, and inherent hazards.
   - Describe appearance, physical/chemical characteristics, actual/potential hazards observed.

- Example: "Substance released is colorless to light yellow liquid, highly irritating to the eyes and nose, smells like peach kernels, vaporizing quickly, posing ignition problems."

6. TYPE OF OPERATION AT SOURCE: Ship, pipeline, paint shop, etc.
7. CAUSE OF RELEASE:
   - Provide narrative description of specific cause of release.
   - Account for personnel error, equipment failure, etc directly contributing to release.
   - If cause unknown, list only "Unknown" until such time as definitively established.
8. TYPE OF CONTAINER FROM WHICH SUBSTANCE(S) ESCAPED:
   - 55 gal drums, bags, tank truck, etc.
   - Estimate number of containers damaged or dangerously exposed.
9. RELEASE ENVIRONMENT:
   - Describe scene of release.
   - Include information on physical characteristics, size and complexity of release and weather conditions.
   - Example: "Solvent released formed shallow pool covering 30 ft to 45 ft of bare concrete. Solvent slowing running into storm drain. Dark clouds threatening rain. Light wind drifting vapors northbound to residential area about 30 ft above ground."
10. AREAS DAMAGED OR THREATENED:
    - Describe actual and potential damage to surrounding environment.
    - Identify body of water, areas or resources threatened or affected.
    - Nature and extent of damage to property, wildlife or other natural resources (if any).
11. NOTIFICATIONS MADE AND ASSISTANCE REQUIRED:
    - List all organizations informed of release within and beyond Navy and MSC jurisdiction.
    - Include MSC, Navy, federal, state and local authorities, response teams, fire departments, etc.
    - Specify type of assistance requested from these organizations.
    - If telephonic report to NRC made, list DTG of report, NRC report/case number, name of NRC official taking report, and what command made the report.
12. FIELD TESTINGS: (If none, so state; indicate findings, conclusions.)
13. CONTROL AND CONTAINMENT ACTIONS [TAKEN/PLANNED]:
    - If none, explain why.
    - Specify method used to control and contain release.
14. CLEANUP ACTIONS [TAKEN/PLANNED]:
    - If none, explain why.
    - Identify on-site or off-site treatment, method used, parties involve in clean-up/removal and disposal area.
15. AMOUNT OF SUBSTANCE RECOVERED [VOLUME/WEIGHT] (Pure product).
16. PARTIES PERFORMING [CONTAINMENT/CLEAN-UP] ACTIVITIES:
    - Identify lead organization in charge: Navy, USCG, EPA.
    - Identify all other parties involved: commercial firms; supporting Navy or MSC activities; state or local agencies.
17. FEDERAL, STATE OR LOCAL REGULATORY ACTIVITY DURING THIS INCIDENT:
    - Identify by name and agency any regulatory official attending on-scene or making telephonic inquiry.

- Note whether officials boarded vessel and include date, time and spaces inspected.

18. ASSISTANCE REQUIRED/ ADDITIONAL COMMENTS.
19. LESSONS LEARNED: How could this release have been avoided?
20. ACTIVITY CONTACT FOR ADDITIONAL INFORMATION: List name, rank, command, code, DSN or commercial telephone numbers.

UNIT SITUATION REPORT
(UNIT SITREP)

UNIT SITREP reports provide the Chief of Naval Operations (CNO) timely, **CONCISE** information on which to base a response to any significant incident that has occurred or is in progress. An initial UNIT SITREP is normally the first indication to the CNO that an incident has occurred. All UNIT SITREPs and OPREPs are serialized in sequence by incident, beginning with 001 which is the first incident of the calendar year. Additional message reports concerning the same incident are assigned sequential letter suffixes.

A voice report is not required for UNIT SITREPs. The initial UNIT SITRPEP shall be sent **within 20 minutes** of discovery of the incident. Precedence and classification of UNIT SITREPs are as deemed appropriate by the originator. Follow-up messages shall include a brief summary of the incident of 2 - 3 sentences. See OPNAVINST 3100.6G for additional information.

UNIT SITREP Message Format:

IMMEDIATE / PRIORITY / ROUTINE *(As appropriate)*
FM / SHIP NAME
TO / CNO WASHINGTON DC
COMSC WASHINGTON DC
SECRET / CONFIDENTIAL / UNCLASSIFIED *(As appropriate)*
EXER / Exercise Name / / *(No line if n/a)*
MSGID / UNIT SITREP / COMSC / Serial number / /)
FLAGWORD / UNITSITREP / - / /
TIMELOC / GMT Date and Time / Location / /
GENTEXT / INCIDENT IDENTIFICATION AND DETAILS / Brief description of the incident, who is involved, why it happened, initial clean-up and containment actions and effect on ship's operation. Include information on ship course, speed, weather, type of oil or HS, estimate of amount and any injuries or fatalities as applicable. Include only known information. / /
RMKS / AMPLIFYING INFO TO FOLLOW or FINAL REPORT THIS INCIDENT

SPECIAL INCIDENT REPORTS
(OPREP-3 NAVY BLUE/PINNACLE)

OPREP-3 reports provide the National Military Command Center (NMCC) timely, CONCISE information on which to base a response to any significant incident that has occurred or is in progress. An initial OPREP-3 report is normally the first indication to the NMCC that an incident has occurred which may generate national level interest. All OPREP-3 reports are serialized in sequence by incident, beginning with 001 which is the first incident of the calendar year. Additional message reports concerning the same incident are assigned sequential letter suffixes. See OPNAVINST 3100.6G for additional information.

OPREP-3 NAVY BLUE (OPREP-3NB) provides the CNO and other naval commanders with immediate notification of spill incidents of high level Navy interest.

Voice message to be sent **within 5 minutes** of discovery of event. Message to be sent **within 20 minutes** of knowledge of the incident with FLASH precedence.

Addressee and info blocks for OPREP-3 NAVY BLUE message:

TO: CNO WASHINGTON DC
Fleet Commander (based on operational assignment):
COMLANTFLT NORFOLK VA// **or**
COMPACFLT PEARL HARBOR HI// **or**
COMUSNAVEUR LONDON UK
NUMBERED FLEET COMMANDER

INFO: USCINCTRANS SCOTT AFB IL//TCJ3/J4/TCJ3-MCC//
JOINT STAFF WASHINGTON DC//J3 NMCC
COMSC WASHINGTON DC//N00/N00EP/N3/N7//
MSC AREA COMMANDERS//N00/N00EP//N3//N7//
MSC OFFICE or Local Representative
NAVICECEN SUITLAND MD
NAVY JAG WASHINGTON DC
Unified Commander (Based on operational assignment):
USJFCOM NORFOLK VA **or**
USPACOM HONOLULU HI **or**
USEUCOM VAIHINGEN GE
MAJOR SHORE COMMANDERS(For incidents which occur in port or vicinity.
APPROPRIATE US COAST GUARD DISTRICT (CCGD_)
SOPA for incidents which occur in port

OPREP-3 PINNACLE (OPREP-3P) For any oil discharge that poses a substantial threat to the public health or welfare of the United States, or results in significant public concern; disastrous spills of national interest, high diplomatic or media interest.

Voice message to be sent **within 5 minutes** of discovery of the incident. Message to be sent **within 20 minutes** of knowledge of the incident with FLASH precedence.

Addressee and info blocks for OPREP-3 PINNACLE message:

TO: NMCC WASHINGTON DC
Unified Commander (Based on operational assignment):
USJFCOM NORFOLK VA **or**
USPACOM HONOLULU HI **or**
USEUCOM VAIHINGEN GE
CNO WASHINGTON DC
Fleet Commander (Based on operational assignment):
COMLANTFLT NORFOLK VA//CDO// or
COMPACFLT PEARL HARBOR HI//FCC// or
COMUSNAVEUR LONDON UK
NUMBERED FLEET COMMANDER

INFO: USCINCTRANS SCOTT AFB IL//TCJ3/J4//
COMSC WASHINGTON DC//N00/N00EP/N3/7//
MSC AREA COMMANDER//N00/N00EP/N3/N7//
MSC OFFICE or Local Representative
NAVICECEN SUITLAND MD
NAVY JAG WASHINGTON DC
MAJOR SHORE COMMANDERS (For incidents which occur in port or vicinity.
APPROPRIATE US COAST GUARD DISTRICT (CCGD_)
SOPA for incidents that occur in port

OPREP-3 Message Format:

MSGID/OPREP-3/Ship name/Three digit serial number of report/-//
FLAGWORD/PINNACLE OR NAVY BLUE//
TIMELOC/DTG OF INCIDENT/LOCATION OF INCIDENT//
GENTEXT/INCIDENT IDENTIFICATION AND DETAILS/Provide a brief description of the incident, who was involved, where it happened, when it happened, why it happened, describe initial clean-up and containment actions taken and effect on ship's operation. Information should include course, speed and intended track of ship, type of oil or substance involved, type of incident (transfer error, grounding, collision, rupture, etc.), estimate of amount involved, weather on scene, current condition of the ship and if any injuries or fatalities occurred.

Sample OPREP-3 report:

UNCLAS/NO3120//
MSGID/OPREP-3NB/USNS NEVERSPILL/001/-//
FLAGWORD/NAVY BLUE)//
TIMELOC/070227ZDEC96/MOORED PIER 11, NORFOLK NOB//
GENTEXT/DESCRIPTION OF INCIDENT/APPROXIMATELY 10,000 GALLONS DFM SPILLED INTO SURROUNDING WATER DUE TO OVERFLOW OF SURGE TANK DURING REFUELING. SPILL CONTAINED WITHIN OIL BOOM. USING OIL SPILL CONTAINMENT KIT TO COLLECT OIL ON DECK. USN/USCG OIL SPILL RESPONSE TEAM ENROUTE TO ASSIST IN CLEANUP. NRC, MSO HAMPTON ROADS, NOSC NOTIFIED.//

APPENDIX A

TELEPHONE LOG

SHIP NAME_____ **CALL SIGN**_____ **DATE**_____

NATIONAL RESPONSE CENTER **(800) 424-8802**
(For spills in U. S. waters, Canada or Mexico Territorial Waters, Panama Canal.)

NRC CASE NUMBER _____
DISCUSSION SUMMARY:_____

NAVY ON SCENE COORDINATOR (NOSC) **Contact List in App B**
(All spills)

DTG OF CALL _____ PERSON CONTACTED_____
DISCUSSION SUMMARY:

COMSC **(202) 685-5155**
(Major spills to COMSC)

DTG OF CALL PERSON CONTACTED
DISCUSSION SUMMARY: _____

MSC AREA COMMANDS **Contact list in App B**
(All spills)

DTG OF CALL _____ PERSON CONTACTED _____
DISCUSSION SUMMARY: _____

FLEET COMMANDER **Operational mission chain of command**
(All spills) **or CNO National Command Center**
(703) 695-0231/DSN (312) 225-0231
or National Military Command Center
(703) 697-6340/DSN (312) 227-6340

DTG OF CALL PERSON CONTACTED
DISCUSSION SUMMARY: _____

OPERATIONAL COMMANDER **Operational mission chain of command**
(All spills)

DTG OF CALL _____ PERSON CONTACTED _____
DISCUSSION SUMMARY: _____

MSC REPRESENTATIVE / SHIP'S AGENT

DTG OF CALL _____ PERSON CONTACTED _____
DISCUSSION SUMMARY: _____

USCG CAPTAIN OF THE PORT (COTP) **Contact list in App B**
(Spills in U.S. waters)

DTG OF CALL _____ PERSON CONTACTED _____
DISCUSSION SUMMARY: _____

STATE / LOCAL AGENCY / COUNTRY **Contact list in App B**
As required based on location of spill

DTG OF CALL _____ PERSON CONTACTED _____
DISCUSSION SUMMARY: _____

APPENDIX A

NATIONAL RESPONSE CENTER VESSEL SPILL REPORT QUESTIONS

When a report is made to the NRC, the following questions will be asked. **You are NOT required to answer every question and should only provide known information.**

Every NRC incident voice report will be given a **report case number**. Note the case number and the NRC official's name for future reference using the Telephone Log.

In some instances, based on national security concerns , some information such as position, course, speed, intended track and frequencies guarded should not be provided. This will be the Master's decision and is dependent on the operational mission requirements.

- Reporting Vessel Information: Ship's Name, Call Sign
- Suspected Responsible Party.
  If you don't know the source, do not guess. Report that the source is unknown.
- Date and Time of Event in ZULU Time
- Contact Information: Phone Number, Fax Number, Cell Number
- Expected Date/ Time of Follow-up Report
- Details of Spill: Source, Cause, Damages, Estimated Amount of Loss, Material
- Location of spill: LAT/LONG.
- Details of Weather Conditions: Wind Speed and Direction, Swell Direction and Height
- Ship Type
- Actions Taken to Correct/ Mitigate the Situation

NOTE: The ship's primary responsibility is the safety of the crew and vessel and to contain and control the spill. All reports shall be concise in order to allow the crew to concentrate on spill response. Oil and HS Spill Reports will include the NRC as an info addee, providing them with follow on information.

APPENDIX B

Spill and Emergency Response Checklists

Table of Contents

These checklists are not intended to replace the procedures contained in the DC Manual or other instructions aboard ship. Masters are encouraged to modify these checklists as necessary to ensure applicability to their particular ship.

Appendix B

Operational Spills

Procedures for the crew to mitigate or prevent a discharge resulting from shipboard operational activities have been developed for the following operations:

- Transfer System Discharge (Leaks in Transfer Piping)
- Tank Overflow
- Hull/ Tank Leakage

The actions listed in these operational procedures consist of nine phases as described in the MSC Damage Control Manual. These phases are:

- Discovery and Notification
- Initiation of Action
- Evaluation
- Containment and Damage Control
- Dispersion of Gases/Vapors
- Clean-up and Decontamination
- Disposal of Contaminated Materials
- Certification of Re-entry
- Follow-up Reports

These response phases may be performed independently or jointly depending on the spill scenario. The Master is encouraged to modify these checklists as necessary to suit the equipment and personnel aboard a specific ship.

ACTION	Master	Chief Mate	HM/HW Coordinator	
Stop pumping/product flow.				
Verify scuppers are secured/plugged.				
Isolate affected line. Log location of spill in Deck Log.				
Notify transfer facility.				
Alert and evacuate all personnel from areas that may be exposed to the spilled material. Cordon off the affected area. Drain affected line.				
Predict spill movement and prevent spill from entering other compartments.				
Test atmosphere in spill area for presence of explosive gases or contaminants. Disperse gases or vapors.				
Eliminate any fire or explosion hazards.				
If necessary, fight fire, being careful to use firefighting methods compatible with the material involved. Initiate oil spill removal and verify containment; contain spilled material using barriers, sorbents or other equipment to stop the flow.				
Initiate relevant notifications.				

Appendix B

Operational Spills Transfer System D

ACTION	Master	Chief Mate	HM/HW Coordinator		
Survey extent of incident. If necessary, coordinate shoreside clean-up support resources.					
Clean up and decontaminate effected area; thoroughly ventilate areas affected.					
Dispose of contaminated materials in accordance with HM procedures.					
Ascertain cause of casualty.					
Certify areas affected by spill are safe for re-entry.					
Prepare follow-up report.					

Notes:
1. MSC Damage Control Manual (COMSCINST 3541.5D).
2. See Fire/Explosion Checklist.
3. Use portable air driven pumps and absorbent materials.
4. See Notification Checklist (A-2).
5. See Stress and Stability Assessment Checklist.
6. See Appendix C of this Plan.
7. OPNAVINST 5100.19D, Chapter B3; NAVOSH Program Manual for Forces Afloat.

Appendix B

Operational Spills

ACTION	Master	Chief Mate	HM/HW Coordinator		
Stop pumping/product flow. Verify scuppers are secured/plugged.					
Secure isolation valves.					
Log location of spill in Deck Log. Notify transfer facility. Alert and evacuate all personnel from areas that may be exposed to the spilled material.					
Cordon off the affected area. Reduce affected tank level by gravity transfer or pumping. Predict spill movement and prevent spill from entering other compartments.					
Test atmosphere in spill area for presence of explosive gases or contaminants. Disperse gases or vapors. Eliminate any fire or explosion hazards.					
If necessary, fight fire, being careful to use firefighting methods compatible with the material involved.					
Initiate oil spill removal and verify containment; contain spilled material using barriers, sorbents or other equipment to stop the flow. Initiate relevant notifications.					
Survey extent of incident.					

Appendix B

Operational Spills **Tank**

ACTION	Master	Chief Mate	HM/HW Coordinator		
If necessary, coordinate shoreside clean-up support resources. Clean up and decontaminate effected area; thoroughly ventilate areas affected.					
Dispose of contaminated materials in accordance with HW procedures. Ascertain cause of casualty.					
Certify areas affected by spill are safe for re-entry.					
Prepare follow-up report.					

Notes:
1. MSC Damage Control Manual (COMSCINST 3541.5D).
2. See Fire/Explosion Checklist.
3. Use portable air driven pumps and absorbent materials.
4. See Notification Checklist (A-2).
5. See Stress and Stability Assessment Checklist.
6. See applicable Captain of the Port zone in Appendix D of this Plan.
7. OPNAVINST 5100.19D, Chapter B3; NAVOSH Program Manual for Forces Afloat.

ACTION	Master	Chief Mate	HM/HW Coordinator		
Stop pumping/product flow.					
Isolate affected tank.					
Notify transfer facility. Alert and evacuate all personnel from areas that may be exposed to the spilled material.					
Cordon off the affected area. Reduce head pressure in suspected tank(s).					
Predict spill movement and prevent spill from entering other compartments.					
Test atmosphere in spill area for presence of explosive gases or contaminants. Disperse gases or vapors.					
Eliminate any fire or explosion hazards.					
If necessary, fight fire, being careful to use firefighting methods compatible with the material involved.					
Initiate oil spill removal and verify containment; contain spilled material using barriers, sorbents or other equipment to stop the flow. Initiate relevant notifications. Determine rate of flow/loss and impact on stability and stress.					
Survey extent of incident.					

Appendix B

Operational Spills **Hull / Tan**

ACTION	Master	Chief Mate	HM/HW Coordinator		
If necessary, coordinate shoreside clean-up support resources.					
Clean up and decontaminate effected area; thoroughly ventilate areas affected. Have Gas Free Engineer certify spaces are safe for reentry.					
Dispose of contaminated materials in accordance with HM procedures. Ascertain cause of casualty.					
Certify areas affected by spill are safe for re-entry.					
Prepare follow-up report.					

Notes:
1. MSC Damage Control Manual (COMSCINST 3541.5D)/Ship's DC Book.
2. See Fire/Explosion Checklist.
3. Use portable air driven pumps and absorbent materials.
4. See Notification Checklist (A-2).
5. See Stress and Stability Assessment Checklist.
6. See applicable Captain of the Port zone in Appendix C of this Plan.
7. OPNAVINST 5100.19D, Chapter B3; NAVOSH Program Manual for Forces Afloat.

Appendix B

Casualties and Emergencies

Procedures for the crew to mitigate or prevent a discharge resulting from casualties or emergencies have been developed for the following:

- Grounding and Collision
- Fire/Explosion
- Hull Failure
- Excessive List
- Equipment Failure (Engineering Casualty)
- Stress and Stability Assessment
- Emergency Cargo Transfer
- Towing and Salvage
- Recordkeeping and Sampling

The Master is encouraged to modify these checklists as necessary to suit the equipment and personnel aboard a specific ship.

Appendix B

Casualties and Emergencies **Groun**

ACTION	Master	Chief Engineer	Chief Mate	Second Officer		
Sound alarm to alert vessel's crew and other vessels in the vicinity.						
Ascertain vessel's position. Close watertight doors, fire screen doors and secure ventilation.						
Deploy Damage Control Team and determine extent of damage. ▪ Visual inspection and trim/list of ship. ▪ Ullage all cargo and bunker tanks and sound void spaces. ▪ Check watertight integrity of all compartments. ▪ Take soundings around the ship and determine nature of bottom.						
Plot damage area on DC display and establish secondary flooding boundaries.						
Set condition "Emergency." Initiate relevant notifications.						
Transfer cargo from affected tank(s) and/or consider lightering assistance. Determine need for salvage and clean-up assistance.						
Monitor weather, sea conditions and tidal effects on vessel.						

ACTION	Master	Chief Engineer	Chief Mate	Second Officer		
Calculate ship's stability status and determine if vessel can be safely refloated (obtain damage stability assessment).						

Notes:
1. For collision, provide the Master of the other vessel the name, port of registry, port of origin of the ship.
2. Careless opening of ullage plugs, sighting ports, etc. may result in loss of buoyancy.
3. See Notification Checklist (A-2).
4. In grounding, the Master shall consider the following points:
   - Danger to vessel and crew if the vessel should slide off the grounding site, or be shifted b
   - Danger of the vessel being broken up by heavy seas.
   - Health hazards to vessel's complement and/or local population due to release of hazardo in dangerous concentrations.
   - Danger of fire due to release of flammable substances.
   - Vessel's exposure to torsion.
   - Danger of damage to propeller, rudder and propulsion machinery if refloated.
   - State of tide at grounding.
   - Setting the anchors.
   - Taking on ballast to firmly ground the ship.
5. When the ship can be maneuvered, the Master may consider moving the ship to a more suit repair work, lightering operations or to reduce the threat posed to sensitive shoreline areas.
6. In a collision, the Master shall consider the following points:
   - If vessels are interlocked, is it prudent to remain interlocked or to separate?
   - Will these actions enlarge the spill?
   - Will these actions affect the stability and safety of the vessel?
   - Danger of sparks or extreme heat when separating causing fire and/or explosion.
   - If separation is possible, maneuver to bring vessel upwind of any oil slick.
7. MSC Damage Control Manual (COMSCINST 3451.5D)

Appendix B

Casualties and Emergencies

ACTION	Master	Chief Engineer	Chief Mate	Deck Watch Officer		
Alert vessel's crew (sound General Alarm) and other vessels in vicinity.						
Determine location and extent of casualty. Take appropriate emergency action.						
Initiate damage control and firefighting action. Direct use of fixed Halon system based on Ship's DC Book.						
Evaluate damage control reports.						
Direct plotting of fire spread and firefighting progress on the status board. Direct countermeasures in areas outside affected spaces.						
Direct evacuations and movements of backup personnel.						
Start fire pumps.						
Direct dewatering of flooded compartments.						
Direct firefighting efforts in machinery spaces.						
Secure ventilation systems in accordance with Ship's DC Book. Maneuver or stop ship as required.						

ACTION	Master	Chief Engineer	Chief Mate	Deck Watch Officer		
Begin dewatering and de-energize spaces upon direction from Bridge.						
Initiate relevant notifications.						
Determine need for salvage assistance.						

Notes: 1. MSC Damage Control Manual (COMSCINST 3451.5D)
2. Ship's DC Book
3. See Notification Checklist (A-2)

IN PORT

When alerting local authorities and Fire Department, provide the following information:

- Name of the vessel and nationality.
- Name of berth or terminal or other ACCURATE ADDRESS.
- Type of vessel, type of incident and cargo
- Number of injured and missing personnel

AT SEA (Not in U. S. waters)

- Notify the nearest coastal state of condition of the vessel and risk of pollution, if any.

Appendix B

Casualties and Emergencies

ACTION	Master	Chief Engineer	Chief Mate	(	
Alert vessel's crew and other vessels in vicinity.					
Determine extent of damage: ▪ Visual inspection and trim of ship. ▪ Ullage all cargo and bunker tanks and sound void spaces. ▪ Check watertight integrity of all compartments that have contact with the sea.					
Initiate required company and relevant authority notification. Initiate oil spill removal and verify containment (if applicable).					
Isolate affected areas					
Transfer cargo from affected tank(s) and/or consider lightering assistance. Determine need for salvage and clean-up assistance.					
Monitor weather and sea conditions, and their effects on vessel. Follow proce dures for oil spill notification and reporting if required.					

Notes: 1. MSC Damage Control Manual (COMSCINST 3541.5D)/Ship's DC Book
2. Careless opening of ullage plugs, sighting ports, etc. may result in loss of buoyanc
3. See Notification Checklist (A-2).

ACTION	Master	Chief Engineer	Chief Mate		
Alert vessel's crew. Stop pumping/product flow (if applicable).					
Notify transfer facility (if applicable).					
Secure isolation valves.					
Change to corrective tanks to rectify situation.					
Conduct perimeter survey. Initiate required company and relevant authority notification (if applicable).					
Initiate oil spill removal and containment (if applicable).					

Notes: 1. See Notification Checklist (A-2).

Appendix B

Casualties and Emergencies **Equipment Failure (Eng**

Loss of propulsion equipment, steering or other machinery may pose serious risks to the crew a
The Master shall evaluate the incident and take immediate action to protect the crew and the v

ACTION	Master	Chief Engineer	Chief Mate		
Alert vessel's crew and other vessels in vicinity.					
Verify vessel's position. Establish and maintain scheduled communications with appropriate maritime/government agency.					
Determine if crew can effect repair. Determine need for salvage/towing assistance.					
Initiate relevant notifications.					

Notes: 1. Refer to class specific Engineering Casualty Control Manuals or Engineering Casualt
Damage Control Manual.
2. See Notification Checklist (A-2).

Assistance in calculating damage stability andhull stress is available from MSC Headquarters

Should the damage sustained by the vessel be of such magnitude that the impact of internal transfers of cargo on stress and stability cannot be accurately computed onboard, the following information will be required by the shoreside group providing damage stability calculations:	**Master**	**Chief Engineer**	**Chief Mate**	
(a) Loading Condition (Intact) 1 Cargo/Ballast – amount and disposition. 2 Loaded Draft – when free floating. 3 Fuel Oil – amount and disposition.				
(b) Damage 1 Location and extent.. (c) Condition of the ship 1 Extent to which aground (soundings around ship). 2 Draft – forward, amidships (P & S), aft. 3 Cargo and fuel – loss or change in amount of disposition. 4 Action already taken.				

Appendix B

Casualties and Emergencies **Stress and Stability Asses**

	Master	Chief Engineer	Chief Mate	
(d) Local Conditions 1 Tide – range and whether rising or falling. 2 Wind strength and direction. 3 Sea and swell– height and direction. 4 Current. 5 Weather forecast. 6 Air and sea temperatures. 7 Nature of bottom. 8 Other locally significant features.				

This list covers only the minimum information required. Any additional information that might should also be included. Changes in ship condition should be reported promptly. The importa all the required information as soon as possible cannot be over-emphasized.

Emergency transfer of cargo or bunkers may be necessary to prevent or mitigate discharge of o casualties. Detailed ship to ship transfer procedures are found in the ICS/OCIMF *Ship to Ship (Petroleum)*, located in the ship's library.

ACTION	Master	Chief Engineer	Chie	
Ensure that bitts of sufficient strength are available to receive mooring lines.				
Establish communications with lightering vessel and discuss ship interface requirements, method of approach and mooring procedures. Obtain weather forecast and consider effects of weather on operation.				
Test engines, steering gear, controls and navigation equipment.				
Check fenders and handling equipment (if applicable). Plug and seal scuppers. Determine effects of ship to ship electric currents and necessary precautions.				
Establish efficient deck watch paying particular attention to moorings, fenders, hoses and manifold observation. Eliminate sources of ignition and prevent flammable vapors from entering engine room and accommodation spaces.				
Check and prepare firefighting and anti-pollution equipment.				

Appendix B

Casualties and Emergencies — Tow

Emergency towing may be necessary to reduce the impact of a vessel casualty. A timely assistance may avert a major disaster. Even small tugs are capable of influencing the d of a disabled ship and should be considered if suitable salvage tugs are not readily avail Towing and Salvage bill in the Damage Control Manual for more detailed instructions.

ACTION	Master	Chief Mate	Second Officer	
Discuss task with all officers to ensure understanding of event.				
Establish communication with Towing Master and discuss the size, horsepower and maneuverability of towing vessel. Determine towing arrangement (bow or stern). Determine method of making the towing connection.				
Arrange necessary deck gear (towing wire, bridle, anchor chain).				
Determine means of transferring the towing hawser (line throwing guns, helicopter, grappling hooks, etc.). Choose fixed fairlead/chock with maximum radius of curvature.				
Set condition "Cruising."				
Maintain, if possible, sufficient power for anchor windlass, steering engines, towing lights and emergency power.				

ACTION	Master	Chief Mate	Second Officer	
Stop off one of the anchors, break the anchor chain in preparation for attaching the towline.				
Break out towing wire, lay out and attach messenger. Receive heaving line from towing ship and bend it on to the messenger, pass the messenger and then the towline.				
Veer chain to its desired length.				
Set towline watch Maintain emergency equipment on hand to cut or cast off the towline.				
Maintain continuous communication with towing vessel, and coordinate engine and navigation requirements.				
Show proper lights at night. Keep Area Commander advised of all actions.				

Notes: 1. Damage Control Manual (COMSCINST 3541.5D)

Appendix B

Casualties and Emergencies Recordkee

ACTION	Master	Chief
Log the following: (No speculation, facts only)		
When, where and what happened.		
Estimated amount and type of substance spilled.		
Observed movement of oil spilled and description of slick.		
Notification made (to whom).		
Communication with authorities, managers and other parties.		
Operation in progress when spill occurred/ discovered.		
Action taken by crew.		
Cause of spill, if known.		
Damage sustained.		
Assistance received/requested.		
Actions taken by shore personnel.		
Personnel casualties.		
Containment and removal methods.		
When authority transferred to NOSC.		
Weather conditions, wind direction, set of current.		
Document the spill (photo/video/audio).		

ACTION	Master	Chief
Obtain samples of spilled oil (if possible) wearing proper personal protection equipment and taking necessary safety precautions. Take duplicate samples from multiple locations.		
Take samples from locations where oil is observed on water (if possible).		
Seal samples and mark with date and location.		
Have non-crewmember authenticate samples (e.g., USCG, Harbor Master).		

Notes:
1. If incident occurred at sea, the following items shall be available:
   - A complete record of all communications during the voyage.
   - Charts used during the voyage, with all route markings retained.
   - All information received regarding weather and sea conditions.
   - Ensure that any Coast Guard contacted after the incident is asked to retain re TRAFFIC and RADAR PLOTS.
2. As pollution control authorities will probably also require samples for their own u of samples should be undertaken as a joint exercise with samples being split bet parties and authenticated at the same time (use Lube Oil sampling bottles).
3. If possible obtain samples from damaged tanks and from spill site.
4. Refrigerate the samples.

APPENDIX C

CONTACT LISTS

Table of Contents

Contact information is provided for:

OIL SPILL RESPONSE TELEPHONE CONTACTS

A. Military Sealift Command
COMSC Headquarters

Activity	Location	DSN	Commercial	24 hr	Fax
COMSC SDO	D.C.	325-5155/6	(202) 685-5155/6	(202) 685-5155/6	(202) 685-5375

COMSCLANT

Activity	Location	DSN	Commercial	24 hr	Fax
Commander MSCLANT	Norfolk	646-5696	(757) 443-5696 Environ. Protection	(757) 434-6408 (757) 443-5600 SDO	(757) 443-5656
MSC Unit	Port Canaveral	854- 7616	(321) 494-7616 OPS	(321) 698-6541 OPS (321) 494-7612 Q-deck	(321) 853-1835
MSCO	New Orleans	678-1563	(504) 678-1167	(504) 678-1167	(504) 678-1166
MSC Unit	Houston		(281) 481-2486 OIC	(713) 806-0372	(281) 929-2475
MSCO	Beaumont		(409) 833-0769	(409) 673-7520 SDO	(409) 832-9135
MSCLANT Rep	Puerto Rico		(787) 706-2384	(787) 396-2909	(787) 749-4350

COMSCEUR

Activity	Location	DSN	Commercial	24 hr	Fax
COMSCEUR	Naples, Italy	626-3124	011-39-081-568-3124 OPS	011-39-335-727-4894 SDO	011-39-081-568-3800
COMSCEUR CINCUSNAVEUR LNO	London, UK	235-4253	011-44-207-514-4253	011-44-189-583-2777 or contact SDO Naples	011-44-171-514-4124
MSCO Northern Europe	Rotterdam	362- 2358	011-31-10-459-2358	011-31-62-251-9167 SDO	011-31-10-459-2246
COMPSRON One			INMARSAT 34-629-739-548		INMARSAT 873-33-672-0412

COMSCCENT

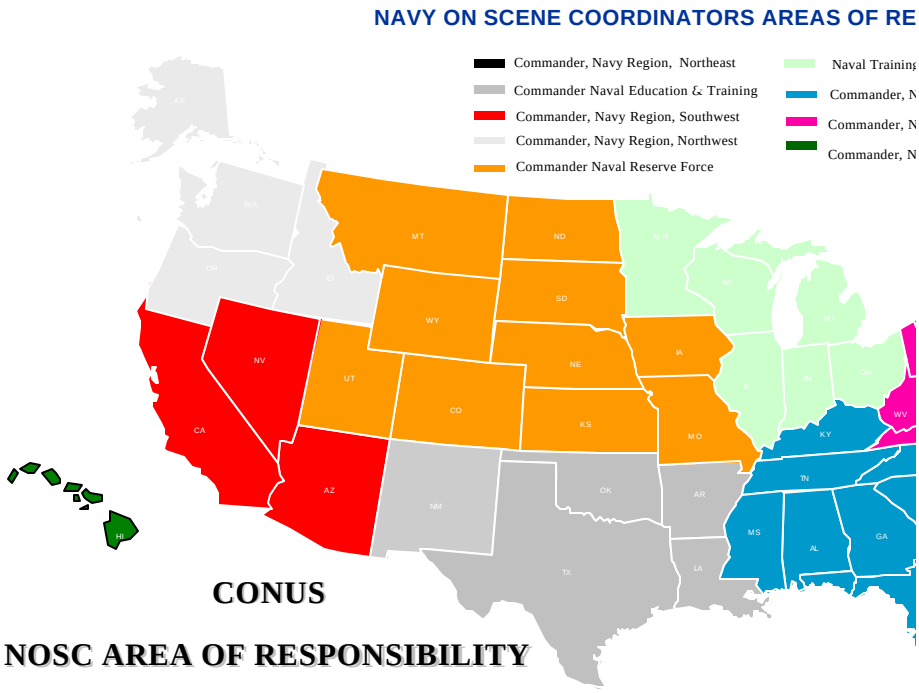
Activity	Location	DSN	Commercial	24 hr	Fax
COMSCCENT Southwest Asia	Bahrain	318-439-4638	011-973-72-4638	011-973-961-1448 CDO	011-973-72-4107

COMSCPAC

Activity	Location	DSN	Commercial	24 hr	Fax
COMSCPAC	San Diego	524-9652	(619) 847-3704 CDO	(619) 847-3704 CDO	(619) 524 - 9735
MSCREP San Francisco Bay	Alameda	None	(510) 337-2900/1	Call CDO San Diego No.	(510) 246-2148
MSC Det.	Anchorage	317-552-4813	(907) 552-4813	Call CDO San Diego No	(907) 552-3913
MSCO	Seattle	941-3908	(206) 526-3908	Call CDO San Diego No	(206) 526-3910

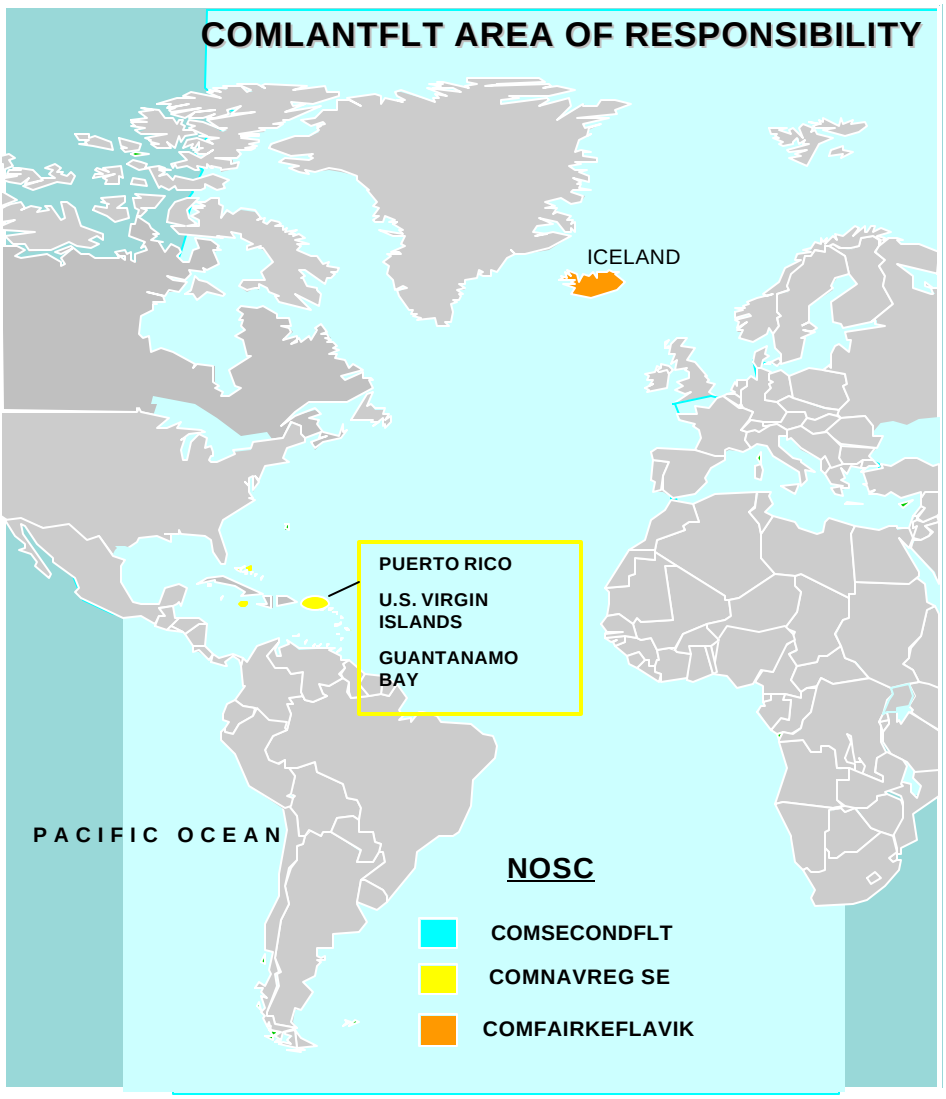
COMSCFE

Activity	Location	DSN	Commercial	24 hr	Fax
COMSCFE	Yokohama	269-6138	011-81-311-769-6138 OPS	011-81-311-769-6542 or 011-81-311-769-6625 SDO	011-81-311-769-6622 DSN 269-6622
MSCO Western Detachment	Guam	339-5161 or 339-2088	011-671-339-5161 or 011-671-339-2088	011- 671-688-6249 CDO 011-671-688-5946 OPS	011 671-339-5209 DSN Fax 339-5209
MSCO Western Detachment	Singapore	421-2580 or 421-2347	011-65-6-750-2580 or 011-65-6-750-2347	011-65-6-750-2580	011-65-6-750-2619 DSN Fax 421-2619
MSCO	Naha (Okinawa)	648-7377 or 648-7585	011-81-098-857-8204	Call COMSCFE SDO number	011-81-098-859-2473 DSN fax 648-7693
MSCO	Diego Garcia	370-4788	011-246-370-4788	INMARSAT 873-938-6911	011-246-370-2630 DSN fax 370-2630
MSCO	Korea	None	011-82-11-594-7007 OPS	011-82-11-579-6018 CDO	011-82-51-801-3864 DSN Fax 763-3864
COMPSRON 2	Diego Garcia *Flagship Hauge* *Alt Flagship Phillips*	INMARSAT 336-83-2630	011-336-882-110	011-873-153-7602	DSN Fax 370-0925
COMPSRON 3	(Guam/ Saipan) *Flagship Lummus* *Alt Flagship Button*	INMARSAT 336-72-4911	011-336-724-911	Call COMSCFE SDO number	INMARSAT 619-544-6989

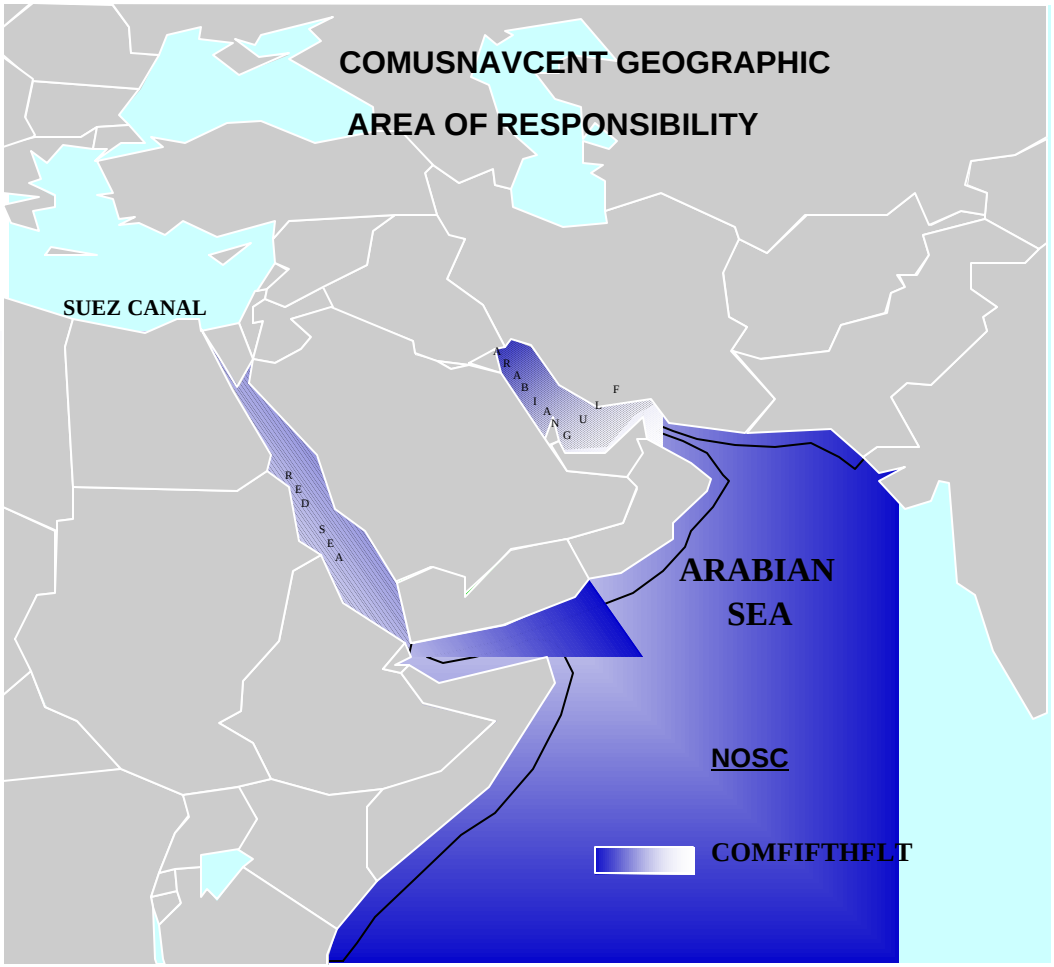


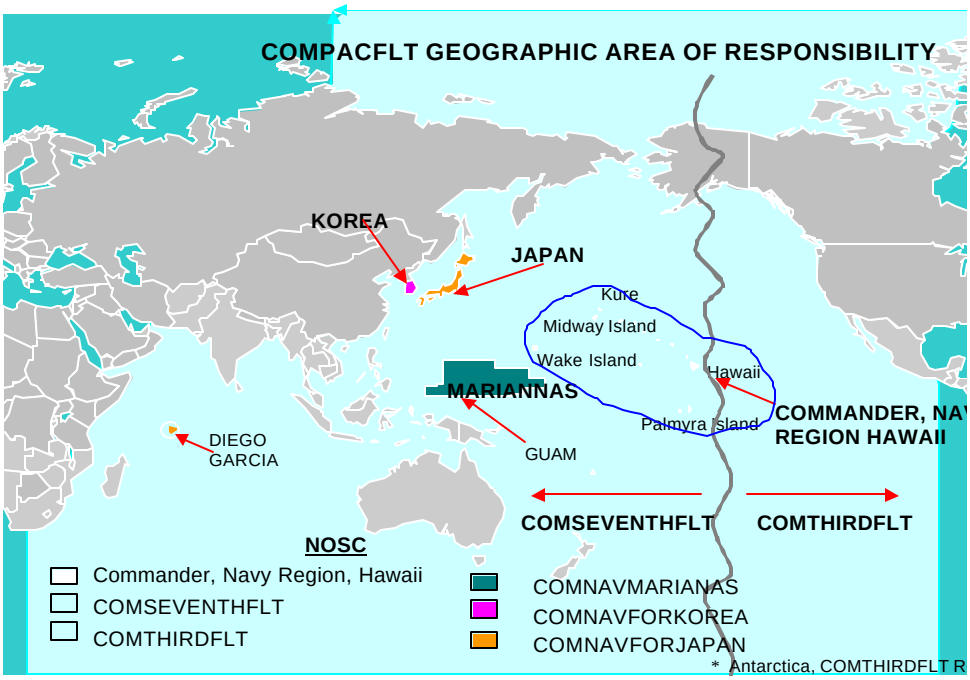
CONUS

NOSC AREA OF RESPONSIBILITY


COMLANTFLT AREA OF RESPONSIBILITY
ICELAND
PUERTO RICO
U.S. VIRGIN ISLANDS
GUANTANAMO BAY
PACIFIC OCEAN
NOSC
COMSECONDFLT
COMNAVREG SE
COMFAIRKEFLAVIK


COMUSNAVEUR GEOGRAPHIC AREA OF RESPONSIBILITY
ATLANTIC OCEAN
UNITED KINGDOM
NOSC
COMFAIRMED
COMSIXTHFLT
COMNAVACTSUK
COMUSNAVEUR
LA MADDALENA
GAETA
NAPLES
ROTA
SIGONELLA
SOUDA BAY
MEDITERRANEAN SEA


COMUSNAVCENT GEOGRAPHIC
AREA OF RESPONSIBILITY
SUEZ CANAL
RED SEA
PERSIAN GULF
ARABIAN SEA
NOSC
COMFIFTHFLT


COMPACFLT GEOGRAPHIC AREA OF RESPONSIBILITY
KOREA
JAPAN
Kure
Midway Island
Wake Island
Hawaii
MARIANNAS
COMMANDER, NA
REGION HAWAII
Palmyra Island
DIEGO
GARCIA
GUAM
COMSEVENTHFLT
COMTHIRDFLT
NOSC
Commander, Navy Region, Hawaii
COMSEVENTHFLT
COMTHIRDFLT
COMNAVMARIANAS
COMNAVFORKOREA
COMNAVFORJAPAN
* Antarctica, COMTHIRDFLT R

OIL SPILL RESPONSE TELEPHONE CONTACTS
NOSC

US AREA NOSCs (OPA 90 applies)	
NOSC	**TEL/FAX**
Commander, Navy Region Northeast Code N8 Bldg. 439, Box 101 Room 107 Groton, CT 06349-5101	tel 860-694-3976/ 5649 cell 860-460-1590 or cell 860-460-1632 24-hr 860-694-3676 fax 860-694-5320
Commander, Navy Region Mid Atlantic Code N36 Operations/Plans Department Rm 1128 6506 Hampton Blvd Norfolk, VA 23508-1273	tel 757-322-3064 cell: 757-288-4099 pager 888-958-4322 fax 757-444-1163
Commander, Navy Region Southeast Code N46E1 Box 102, Naval Air Station Jacksonville, FL 32212-0102 **OR** Bldg. 1, Yorktown Blvd. & Langley Ave. Naval Air Station Jacksonville, FL 32212	tel 904-542-5000 cell 904-838-9255 fax 904-542-2414
Naval Training Center Great Lakes Code N45 Bldg. 1A 201 Decatur Ave Great Lakes, IL 60088	tel 847-688-2438
Chief of Naval Education & Training Code N441 250 Dallas Street Pensacola, FL 32508-5200	tel 850-452-4022 fax 850-452-4066
Commander, Naval Reserve Force Code 464 4400 Dauphine Street New Orleans, LA 70146-5000	tel 504-678-5711 fax 504-678-8440
Commander, Navy Region Southwest Code N45RO Port Operations Division 3315 Buchanan Street Bldg 150 San Diego, CA 92136-5084	tel 619-556-3135 fax 619-556-6969 cell 619-954-8991
Commander, Navy Region Northwest Code N45 1103 Hunley Road Silverdale, WA 98315-1103	tel 360-315-5400 tel 360-340-0071 fax 360-315-5009

US AREA NOSCs (OPA 90 applies) *(cont'd)*	
NOSC	**TEL/FAX**
Commander, Navy Region Hawaii Code N52 Regional Disaster Preparedness Officer 850 Ticonderoga St, Ste 100 Pearl Harbor, HI 96860	tel 808-471-4785 tel 808-473-4689 fax 808-473-2870 24-Hr 808-864-2463
Commander, Naval Forces Marianas Code N4E PSC 455, BOX 152 FPO AP 96540	tel 011-671-339-5094 24-hr 011-671-687-1909 fax 11-671-339-4363

OVERSEAS SHORESIDE NOSCS	
NOSC	**TEL/FAXL**
PACIFIC	
Commander, Naval Forces Japan Code N45 Environmental Office Bldg. C-1, Room 102 Schiley Street Yokosuka Naval Base Yokosuka, Japan 238 **OR** PSC 473, Box 12 FPO AP 96349-0051	tel 011-81-6160-43-6539 tel 011-81-606-043-5803 fax 011-81-6160-43-6388
Commander, Naval Forces Korea Code N4 Unit 15250 APO AP 96205-0023	tel 011-82-2-7913-3593 fax 011-82-2-7913-4915 tel 011-822-7913-4912 tel 011-822-7913-4702
ATLANTIC	
Commander Fleet Air, Keflavik Code 60E PSC 1003 Box 23 FPO AE 09728-0302	tel 011-354-425-6404 fax 011-354-425-2948
Commander, U.S. Naval Forces, Europe Code N44E PSC 802 Box 17 FPO AE 09499-0017 **OR** 7 North Audley Street London W1A, United Kingdom	

OVERSEAS SHORESIDE NOSCS *(cont'd)*	
NOSC	**TEL/FAXL**
ATLANTIC *(cont'd)*	
Commander U.S. Naval Activities, UK Code A2 PSC 821 Box 60 FPO AE, 09421-0060 **OR** 86 Blenheim Crescent West Ruislip, Middlesex HA4 7HL, United Kingdom	tel 011-44-1895-61-6157 fax 011-44-1895-61-6177 DSN 235-6157
Commander, Fleet Air Mediterranean Code N87E PSC 817 Box 2 FPO AE 09662-0002	tel 011-39-081-568-4680 fax 011-39-081-568-3204

NUMBERED FLEET NOSCS	
NOSC	**TEL/FAX**
PACIFIC	
Commander Seventh Fleet COMLOGWESTPAC FPO AP 96601-6003	tel 011-65-750-2436
Commander Third Fleet Code J00J FPO AP 96601-6001	tel 619/524-9536/5196
ATLANTIC	
Commander Second Fleet FPO AE 09506-6000	tel 757/445-0830 tel 757/445-8610 fax 757/445-8615
Commander Sixth Fleet Code N40 PSC 810, Box 35 FPO AE 09619-3100	tel 011-39-81-624-6000 011-39-0771-606 tel 011-39-0771-46-6410
CENTRAL	
Commander Fifth Fleet COMUSNAVCENT N44 FPO AE 09501	tel 011-973-743-104 fax 011-973-724-530 tel 011-973-724-197 fax 011-973-724-530

AREA ENVIRONMENTAL COORDINATORS (AECS)	
NOSC	**TEL/FAX**
Commander, U.S. Pacific Fleet Code N46533 Fleet Environmental Office 250 Makalapa Drive, Bldg. 251 Pearl Harbor, HI 96860-7000	tel 808/474-7281 fax 808/474-5494
Commander, U.S. Atlantic Fleet Code N4653A 1562 Mitscher Ave Suite 250 Norfolk, VA 23351-2487	tel 757-836-6938 fax 757-836-7439

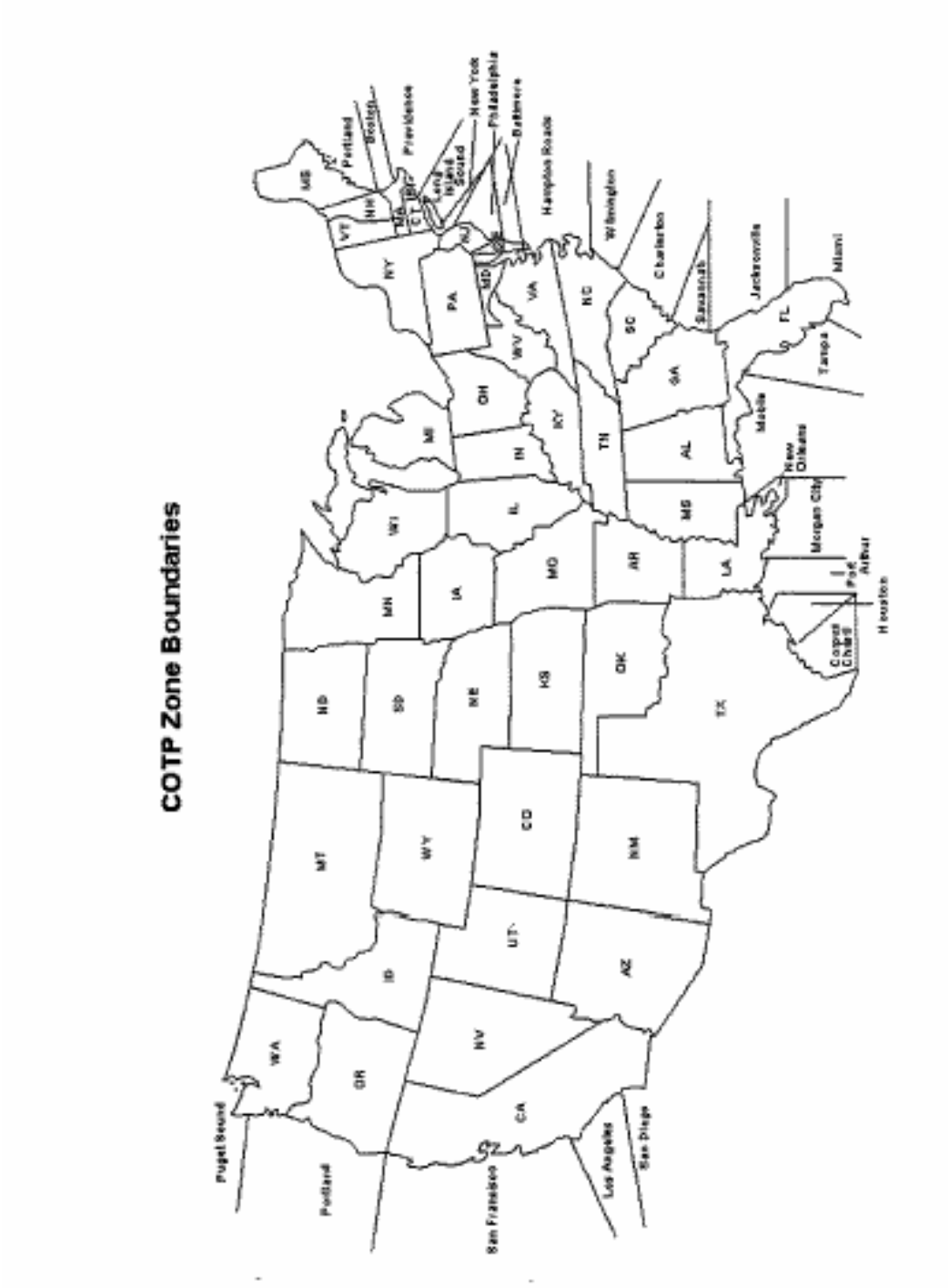
APPENDIX C

COMNAVSEASYSCOM – Supervisor of Salvage

NAVAL SEA SYSTEMS COMMAND (NAVSEA)		
Office of the Director, Supervisor of Salvage & Diving (SUPSALV)	DSN:	326-1731
	COMM:	202-781-1731
NAVSEA Duty Officer	DSN:	326-3889
	COMM:	202-781-3889

COMNAVSEASYSCOM (SUPSALV) provides assistance to the NOSCs in the development of OHS spill contingency planning and response instructions, assists NOSCs in major OHS pollution response issues and in decision-making for major or offshore/ salvage-related incidents.

SUPSALV may be contacted directly for general inquiries related to contingency planning and/or pollution response operations.


COTP Zone Boundaries
ME
Portland
Boston
Providence
New York
Philadelphia
Baltimore
Long Island Sound
Hampton Roads
Wilmington
Charleston
Savannah
Jacksonville
Miami
Tampa
Mobile
New Orleans
Morgan City
Port Arthur
Houston
Corpus Christi
NH
VT
NY
MA
CT
RI
NJ
MD
PA
VA
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MI
IN
IL
WI
MN
IA
MO
AR
OK
TX
ND
SD
NE
KS
MT
WY
CO
NM
UT
AZ
ID
NV
WA
OR
CA
Puget Sound
Portland
San Francisco
Los Angeles
San Diego

APPENDIX C

USCG CAPTAINS OF THE PORT

National Response Center: 1-800-424-8802

USCG MSO Unit	Mailing Address	Telephone Numbers
Portland ME (1st District)	103 Commercial Street Portland ME 04101-4726	Tel 207-780-3251/3675 Fax 207-780-3567
Boston MA (1st District)	455 Commercial Street Boston MA 02109-1045	Tel 617-223-3007 Fax 617-223-3032
Providence RI (1st District)	20 Risho Ave. East Providence, RI 02914-1208	Tel 401-435-2300/2340 Fax 401-435-2399
Long Island CT (1st District)	c/o USCG Group 120 Woodward Ave. New Haven, CT 06512-3698	Tel 203-468 4444/4424/4401 Fax 203-468-4443
Philadelphia PA (5th District)	1 Washington Ave. Philadelphia, PA 19147-4395	Tel 215-271-4803/4825 Fax 215-271-4833
Baltimore MD (5th District)	2401 Hawkins Point Rd. Baltimore MD 21226-1791	Tel 410-576-2585 Fax 410-576-2688
Hampton Roads VA (5th District)	200 Granby Street STE 700 Norfolk VA 23510-1888	Tel 757-441-3302 Fax 757 441-3262
Wilmington, NC (5th District)	1502 23rd St. Wilmington, NC 28405	Tel 910-772-2200 Fax. 910-772-2205
Charleston SC (7th District)	196 Tradd Street Charleston, SC 29401-1899	Tel 803-724-7683 Tel 803-724-7616 (24 hr) Fax 803-720-7705
Savannah GA (7th District)	100 West Oglethrope Ave. Suite 1017 Savannah, GA 31401	Tel 912-652-4353 Fax 912- 652-4180
Jacksonville, FL (7th District)	Suite 400 7820 Arlington Expressway Jacksonville, FL 32211-7445	Tel 904 232-2640 Fax 904-232-1014
Miami FL (7th District)	P.O. Box 01-6940 Miami, FL 33101-6940	Tel 305-535-8705/8715 Fax 305 535-8742
Tampa FL (7th District)	155 Columbia Drive Tampa, FL 33606-3598	Tel 813-228-2189 Fax 813-228-2399
San Juan PR (7th District)	P.O. Box 71526 San Juan PR 00936-8626 Walk-in Address: USCG Base La Puntilla Final	Tel 787-706-2400 Fax 787-706-2408
St. Louis MO (8th District)	1222 Spruce Street St. Louis, MO 63103-2835	Tel 314-539-3091ext 281 Fax 314-539-2659
Huntington WV (8th District)	1415 6th Ave. Huntington, WV 25701-2420	Tel 304-529-5524 Fax 304-529-5051

USCG MSO Unit	Mailing Address	Telephone Numbers
Louisville KY (8th District)	60 Martin Luther King Place Room 360 Louisville, KY 40202-2230	Tel 502-582-5194 ext 39 Fax 502-582-6825
Memphis TN (8th District)	Suite 1301 200 Jefferson Avenue Memphis TN 38103-2300	Tel 901-544-3941 Fax 901-544-3886
Paducah KY (8th District)	225 Tully Street Paducah, KY 42003-1582	Tel 270-442-1621 Fax 270-442-1633
Pittsburgh PA (8th District)	100 Forbes Ave Suite 1150 Pittsburgh, PA 15222-1371	Tel 412-644-5808 ext 115 Fax 412-644-3479
Mobile AL (8th District)	150 N. Royal Street Mobile AL 36602	Tel 334 441-5121 Fax 334-441-6169
New Orleans LA (8th District Headqtrs)	1615 Poydras Street New Orleans, LA 70112-1254	Tel 504-589-6196 Fax 504-589-7470
Morgan City LA (8th District)	800 David Drive, Room 232 Morgan City, LA 70380-1304	Tel 504 380-5305 Fax 504-385-1687
Port Arthur TX (8th District)	Federal Bldg. 2875 Jimmy Johnson Blvd Port Arthur, TX 77640-2099	Tel 409-723-6509 ext 228 Fax 409 723-6534
Houston –Galveston TX (8th District)	P.O. Box 446 Galena Park TX 77547-0446	Tel 713-671-5100 Fax 713-671-5177
Corpus Christi TX (8th District)	555 North Carancahua Suite 500 Corpus Christi TX 78478	Tel 361-888-3162 Fax 361-888-3115
Buffalo NY Group (9th District)	1 Fuhrmann Blvd. Buffalo NY 14203	Tel 716-843-9570 Fax 716-843-9571
Chicago IL (9th District)	215 W. 83rd St., Suite D Burr Ridge, IL 60521-7059	Tel 630-986-2155 Fax 630-986-2120
Cleveland OH Group (9th District)	1055 East Ninth St. Cleveland OH 44114-1092	Tel 216-937-0120 Fax 216-522-3290
Detroit MI Group (9th District)	110 Mt. Elliott Ave. Detroit, MI 48207-4380	Tel 313-568-9580 Fax 313-568-9581
Duluth MN Group (9h District)	600 S. Lake Ave Canal Park Duluth MN 55802-2352	Tel 218-720-5286 Fax 218-720-5258
Milwaukee WI (9th District)	2420 S. Lincoln Memorial Dr. Milwaukee, WI 53207-1997	Tel 414-747-7155 Fax 414-747-7890
Sault Ste Marie MI Group (9th District)	337 Water Street Sault Ste Marie, MI 49783-9501	Tel 906-635-3210 Fax 906-635-3216
Toledo OH (9th District)	420 Madison Ave Suite 700 Toledo, OH 43604-1590	Tel 419-418-6001 Fax 419-259-6374
San Diego CA (11th District)	2710 N. Harbor Drive San Diego, CA 92101-1064	Tel 619-683-6501 Fax 619-683-6504

USCG MSO Unit	Mailing Address	Telephone Numbers
Los Angeles/Long Beach CA (11th District)	1001 S. Seaside Ave. Bldg 20 San Pedro CA 90731-0208	Tel 310-732-2031 Fax 310-732-7389
San Francisco Bay CA (11th District)	Coast Guard Island, Bldg 14 Alameda, CA 94501-5100	Tel 510-437-3135 Fax 510-437-3072
Portland OR (13th District)	6767 North Basin Avenue Portland, OR 97217-3992	Tel 503-240-9301 Fax 503-240-9302
Puget Sound WA (13th District)	Building 1, Pier 36 1519 Alaska Way S. Seattle, WA 98134-1192	Tel 206-217-6232 Fax 206-217-6345
Honolulu HI (14th District)	433 Ala Moana Blvd. Honolulu HI 96813-4909	Tel 808 522-8260/8250 Fax 808 522-8271
Guam (14th District)	PSC 455, Box 176 FPO AP 96540-1056	Tel 011-671-339-2001 x 101 Fax 011-671-339-2005
Anchorage AK (17th District)	510 L Street, Suite 100 Anchorage AK 99501-1946	Tel 907-271-6700 Fax 907-271-6751
Juneau AK (17th District) (Command Center)	2760 Sherwood Lane, 2A Juneau, AK 99801-8545	Tel 907-463-2457 Fax 907-463-2445
Valdez AK (17th District) (Prince William Sound)	105 South Clifton Valdez AK 99686-0486	Tel 907 835-7205/7228 Fax 907-835-7207

APPENDIX C

STATE AGENCY SECTION

Updated Information is available at www.uscg.mil/vrp/faq/stateagency.shtml

State	Department	In-State	Out of State	After Hrs/24hr
Alabama	Emergency Mgmt. Agency	(800) 843-0699	(800) 843-0699	(800) 843-0699
	Dept of Environmental Management	(251) 450-3400	(251) 450-3400	(251) 450-3400
Alaska	Dept of Environmental Conservation SE (Juneau)	(907) 465-5340	(907) 465-5340	(800) 478-9300
	Dept of Environmental Conservation Central (Anchorage)	(907) 269-3063	(907) 269-3063	(800) 478-9300
	Dept of Environmental Conservation Northern (Fairbanks)	(907) 451-2121	(907) 451-2121	(800) 478-9300
California	Office of Emergency Services	(800) 852-7550	(800) 852-7550	(800) 852-7550
	Fist & Oil Spill Prevention & Response	(916) 445-0045	(916) 445-0045	(916) 445-0045
Connecticut	Dept of Environmental Protection	(860) 424-3338	(860) 424-3338	(860) 424-3338
Delaware	Department of Natural Resources	(302) 739-4506	(302) 739-4506	(800) 662-8802
Florida/ Miami	Emergency Management Agency	(850) 413-9911	(850) 413-9911	
	State Emergency Operations Center	(800) 320-0519	(800) 320-0519	(800) 320-0519
Georgia	Emergency Management Agency	(800) 241-4113	(800) 241-4113	(800) 241-4113
Guam	Environmental Protection Agency	(671) 475-1658 (671) 475-1659	(671) 475-1658 (671) 475-1659	(671) 475-1658 (671) 475-1659
Hawaii	State Dept. of Health	(808) 586-4249	(808) 586-4249	(808) 586-4249
Louisiana	Office of Emergency Preparedness	(225) 925-7500	(225) 925-7500	(225) 925-7500
Maine	Dept of Environmental Protection	(207) 287-7800	(207) 287-7800	(800) 482-0777
Maryland	Department of Environment	(410) 631-3084	(410) 631-3084	(800) 633-6101
Massachusetts	Dept of Environmental Protection	(617) 292-5500	(617) 292-5500	(617) 292-5500
Massachusetts	Department of Environmental Protection	(617) 556-1133	(617) 556-1133	(888) 304-1133
Mississippi	Emergency Response	(800) 222-6362	(800) 222-6362	(800) 222-6362

State	Department	In-State	Out of State	After Hrs/24hr
New Hampshire	Dept of Environmental Services	(603) 271-3503	(603) 271-3503	
New Jersey	Dept of Environmental Protection	(609) 292-7172	(609) 292-7172	(609) 292-7172
New York	Dept of Environmental Conservation	(800) 457-7362	(800) 457-7362	(800) 457-7362
North Carolina	Dept of Environment	(800) 858-0368	(919) 733-3687	(800) 858-0368 (919) 733-3867
Oregon	Emergency Response	(503) 378-6377	(503) 378-6377	(503) 378-6377
Pennsylvania	Dept of Environmental Resources	(800) 541-2050	(717) 787-4343	
	Emergency Management Agency	(717) 651-2001	(717) 651-2001	(717) 651-2001
Puerto Rico	Environmental Quality Board	(787) 766-2823	(787) 766-2823	
	Dept of Natural Resources	(787) 723-2055	(787) 723-2055	
Rhode Island	Dept of Environmental Management	(401) 222-1360	(401) 222-1360	(401) 222-3070
South Carolina	Dept of Environmental Control	(803) 253-6488	(803) 253-6488	(803) 253-6488 (888) 481-0125
Texas	General Land Office	(800) 832-8224 (512) 424-2277	(800) 832-8224 (512) 424-2277	(800) 832-8224 (512) 424-2277
Virgin Islands	Dept of Natural Resources	(340) 776-8600	(340) 776-8600	
Virginia	Dept of Environmental Quality	(540) 562-6700	(540) 562-6700	(800) 468-8892
Washington	Emergency Management Division	(800) 258-5990	(800) 258-5990	(800) 258-5990

APPENDIX C

INTERNATIONAL MARITIME ORGANIZATION (IMO)
LIST OF COUNTRY CONTACTS

From MEPC 6/Circ. 7 MSC/Circ1019 dated 01 December 2001 Annex 2 with changes as of 30 September 2002.

The following information is provided to enable compliance with Regulation 26 of Annex 1 of the International Convention for the Prevention of Pollution from Ships, 1973 as modified by the Protocol of 1978 relating thereto (MARPOL 73/78).

The List of National Operational Contact Points is available on the Internet and can be accessed at: http://www.imo.org.

Country	Contact
ALBANIA Directorate of Sea Transport* Ministry of Transport and Communication Tirana	Tel: +355 42 27 766/573 Fax: +355 42 27 773 Tlx: 4207 MINKOM AB
ALGERIA Direction Générale de la Protection Civile* Ministère de l'Intérieur et des Collectivités Locales 19 rue Rabah Midat 1600 Algiers	Tel: +213 2 66 7076 +213 2 66 7051 +213 2 66 4441 +213 2 66 4447 Fax: +213 2 66 4378/7065 Tlx: 67703 DZ
ANTIGUA & BARBUDA Antigua and Barbuda Department of Marine Services and Marine Shipping (ADMOS) Corner of Popeshead and Dickenson Bay Streets PO Box 1394 St John's Antigua	Tel: +1 268 462 1273 or 4353 Fax: +1 268 462-4358 Email: marinerserv@candw.ag
Antigua and Barbuda Department of Marine Services and Marine Shipping (ADOMS) Am Patentbusch 4 26125 Oldenburg Germany **ARGENTINA** Direccion de Proteccion del Medio Ambiente Prefectura Naval Argentina Avenida Eduardo Madero 235, 4 piso-Of.2.42 1106 Buenos Aires	Tel: +49 441-939590 Fax: +49 441 93959-20/29 Email: info@antiguamarine.com Tel: +54 11 4314 3746 Fax: +54 11 4318 7474

Country	Contact
AUSTRALIA Maritime Duty Officer Australian Search and Rescue (AusSAR) Australian Maritime Safety Authority GPO Box 2181 CANBERRA ACT 2601	Tel: +61 2 6230 6811 (24 hrs) freecall 1800 641 792 (in Australia only) Fax: +61 2 6230 6868 Tlx: 62349 MRCCAUS AA Radio Call Sign Australian Search and Rescue (RCC Australia) Canberra, coast radio stations and frequencies are listed in Admiralty list of radio stations vol.1, part 2. AMSA web pages: www.amsa.gov.au Languages understood: ENGLISH E-Mail eps@amsa.gov.au (not to be used for pollution reports)
BAHAMAS The Bahamas Maritime Authority PO Box N.4679 Nassau	Tel: +1 242 323 3130 Fax: +1 242 323 2119 Tlx: 20263 BAHAMARINE
The Bahamas Maritime Authority 231 N46th Street New York City NY 10017-2904, USA	Tel: +1 212 829 0221 Fax: +1 212 829 0356
Alternatively, spills may be notified in port to: Port Controller Port Department P.O. Box N-8175 Nassau	Tel: +1242 322 8832 +1242 326 7354 +1242 326 5677 Fax: +1242 322 5545
BAHRAIN Environmental Protection Committee (EPC) Ministry of Housing, Municipalities and Environment P.O. Box 26909 Adliay	Tel: +973 293 693 Fax: +973 293 694
Bahrain Port Control* Directorate General of Ports P.O. Box 453 Mina Sulman	Tel: +973 727 447 +973 719 404 (24 hrs) Fax: +973 727 985 Tlx: 8642 MINA BN 8643 HARBOR BN
BANGLADESH Director General Department of Shipping 141-143 Motijheel Commercial Area Dhaka	Tel: +880 2 955 5128 +880 2 955 5129 Fax: +880 2 966 6159 Tlx: 642207 DGS BJ
BARBADOS Barbados Defence Force - Coast Guard* National Communication Centre HMBS Willoughby Fort Bridgetown	Tel: +1 246 427 8819 (24 hrs) +1 246 436 6185 Fax: +1 246 429 7153/6663 Tlx: 2374 DEFENCE WB

Country	Contact
BELGIUM Administration of Maritime Affairs and Shipping Department of Transport and Infrastructure 104 rue d'Arlon Brussels B-1040	Tel: +32 2 233 12 11 +32 3 22 20 811 (After hrs) +32 59 50 09 25 (After hrs) Fax: +32 2 230 30 02 +32 59 80 63 88 (After hrs) +32 3 23 36 760 (After hrs) +32 59 82 23 31 (After hrs) Tlx: 61 880 VERTA B 35028 MARPOL B (After hrs) 82231 MARPOL B (After hrs) Languages understood: ENGLISH/FRENCH/DUTCH/GERMAN
Marine Rescue Co-ordination Centre* Sir Winston Churchill Kaai, 2 B-8400 Ostend **BENIN** Port Autonome de Cotonou* Bôite Postale 927 Cotonou	Tel: +32 59 701 000/100 +32 59 552811 Fax: +32 59 703605 Tlx: 82125 LOODSW B Tel: +229 312890 +229 314387 Tlx: 5004 DIRPORT
BRAZIL Diretoria de Portos e Costas Rua Teôfilo Otoni 4 CEP 20090-070 Rio de Janeiro	Tel: +55 21 3870 5236 (24 hrs) Tel: +55 21 3870 5203 Fax: +55 21 3870 5217 Languages understood: ENGLISH E-Mail secom@dpc.mar.mil.br / vina@dpc.mar.mil.br
BRUNEI DARUSSALAM Marine Department Ministry of Communications Muara 4053	Tel: +673 2 771347 to 56 +673 2 770293 (After hrs) +673 2 770270 (After hrs) Fax: +673 2 771357 Tlx: 2650 MARINE BU Languages understood: ENGLISH
BULGARIA Executive Director Executive Agency "Maritime Administration" Ministry of Transport and Communication 9 Levski Street Sofia 1000 Harbor Master Directorate "Maritime Administration" 5 Primorski Blv. 9000 Varna	Tel: +359 2 930 0910 Fax: +359 2 930 0920 Tlx: 23209/23200 Radio Call Sign Languages understood: ENGLISH/RUSSIAN E-Mail bma@marad.bg Tel: +359 52 603 113 Fax: +359 52 602 317 Tlx: 77460 Radio Call Sign VHF ch 16/11 Languages understood: ENGLISH/RUSSIAN
Harbour Master Directorate Maritime Administration 3 Al. Batenberg Str. 8000 Bourgas	Tel: +359 56 844311 Fax: +359 56 844310 Tlx: 83438 Radio Call Sign VHF ch 16/11 Languages understood: ENGLISH/RUSSIAN

Country	Contact
CAMEROON Office National des Ports du Cameroon (ONPC)* 5 Boulevard Leclerc B.P. 4020 Douala	Tel: +237 42 5233/7322 Fax: +237 42 6797 Tlx: 5270 DIROPORT KN
Marine Marchande* B.P. 416 Douala	Tel: +237 42 0388 Tlx: 5270 DIROPORT KN
CANADA *The master or owner of a ship must report, without delay, any discharge or anticipated discharge of a pollutant to a Pollution Prevention Officer (PPO). These initial reports should be made to any Marine Communications and Traffic Services (MCTS) Centre on the frequencies listed in the publication, Radio Aids to Marine Navigation (RAMN) - DFO 5470 (Great Lakes and Atlantic) and DFO 5471 (Pacific).* *In addition to the above process for reporting spills from a ship to PPO's through Marine Communications and Traffic Services (MCTS), the Canadian Coast Guard maintains a 24-hour Duty Manager alerting process which can be contacted at the numbers listed below.*	
Canadian Coast Guard Safety & Environmental Response Systems Marine Programs Department of Fisheries and Oceans 200 Kent Street, 5th floor Ottawa, Ontario K1A 0E6	Tel: +1 613 751 0605 (24 hrs) Fax: +1 613 998 0434 Note: This number is operational on a 24-hr basis but is only monitored during business hours. Languages understood: ENGLISH/FRENCH E-Mail erhqsr@dfo-mpo.gc.ca
Enquiries regarding pollution preparedness and response should be directed to:	
Manager, Environmental Response Canadian Coast Guard Safety & Environmental Response Systems Marine Programs Department of Fisheries and Oceans 200 Kent Street, 5th floor Ottawa, Ontario K1A 0E6	Tel: +1 613 990 7011 Fax: +1 613 996 8902 Languages understood: ENGLISH/FRENCH E-Mail melhuish@dfo-mpo.gc.ca
Within Canada administrative enquiries related to pollution prevention, vessel regulations, design and construction should be directed to:	
Director, Ships & Operations Standards Transport Canada Tower C, Place de Ville 330 Sparks St., 11th floor Ottawa, Ontario K1A 0N8	Tel: +1 613 991 3131 Fax: +1 613 993 8196 Languages understood: ENGLISH/FRENCH E-Mail dayrh@tc.gc.ca
CAPE VERDE Inspeccao Maritima* Direccao Geral de Marinha et des Portos Porto Grande San Vicente	Tel: +238 31 4342 Fax: +238 31 6519 Tlx: 3032 MARPOR CV

Country	Contact
CHILE Direcciôn General del Territorio Maritimo y de Marina Mercante Direcciôn de Intereses Maritimos y Medio Ambiente Acuatico Subida Cementerio No.300 Playa Ancha Valparaiso	Tel: +56 32 20 83 01 +56 32 20 83 07 Fax: +56 32 20 83 85 Tlx: 230602 DGTM CL 330461 DGTM CL 230607 DGTM CL Radio Call Sign Playa Ancha Radio CBV (24 hrs) Languages understood: SPANISH/ENGLISH E-Mail jspmaa@directemar.cl
Spills may also be notified to the following regional DGTMMM Centre contact points:	
Centro Regional Talcahuano CERCONTALC Blanco No.475 Talcahuano	Tel: +56 41 266100/266105/266101 Fax: +56 41 266196 Tlx: 260134 CBT CL Radio Call Sign Talcahuano Radio CBT (24 hrs) Languages understood: SPANISH/ENGLISH E-Mail gobertic@tlc.dgtm.cl
Centro Regional Punta Arenas CERCONPAR O'Higgins No.1041 Punta Arenas	Tel: +56 61 201100/201105/201106/201101 Fax: +56 61 201196 Tlx: 380014 CBM CK 280079 CBM CL Radio Call Sign Magallanes Radio CBM (24 hrs) Languages understood: SPANISH/ENGLISH E-Mail goberpta@pta.dgtm.cl
Centro Regional Puerto Montt CERCONPMO Videla S/N Puerto MontT	Tel: +56 65 291100/291105/291101 Fax: +56 65 291196 Tlx: 370064 CBP CL Radio Call Sign Puerto Montt Radio CBP (24 hrs) Languages understood: SPANISH/ENGLISH E-Mail goberpxm@pxm.dgtm.cl
Centro Regional Valparaiso CERCONVALP Prat No.681 Valparaiso	Tel: +56 32 208900/208905/208901 Fax: +56 32 208937 Tlx: 230602 DGTMM CL 330462 DGTMM CL Radio Call Sign Playa Ancha Radio CBV (24 hrs) Languages understood: SPANISH/ENGLISH E-Mail gobervlp@vlp.dgtm.cl
Centro Regional Iquique CERCONIQUE Jorge Barrera 98 Plaza Aduana Iquique	Tel: +56 57 411270/425042/422582 Fax: +56 57 424669 Radio Call Sign Antofagasta Radio CBF (24 hrs) Languages understood: SPANISH/ENGLISH E-Mail goberiqq@iqq.dgtm.cl

Country	Contact
CHINA The Maritime Safety Administration People's Republic of China 11 Jianguomennei Avenue Beijing	Tel: +86 10 65292588 +86 10 65292218 (After hrs) Fax: +86 10 62592245 (24 hrs) Tlx: 222258 CMSAR CN Languages understood: CHINESE/ENGLISH E-Mail anjanpsc@public.bta.net.cn
Maritime Safety Administration Dalian No. 1 Gangwan Street Zhongshan District Dalian City	Tel: +86 411 2625031 +86 411 2635487 (24 hrs) Fax: +86 411 2622230
Maritime Safety Administration Qingdao No.21 Wuxia Road Qingdao City	Tel: +86 532 2654427 (24 hrs) +86 532 2826589 (After hrs) Fax: +86 532 2654277 Tlx: 321017 SAFETY CN Radio Call Sign VHF: CH16
Maritime Safety Administration Tianjin 13 BanYi Street Tanggu District Tianjin City **Marine Safety Administration Shanghai** 190 Siping Road Shanghai City	Tel: +86 22 25793420 +86 22 25793790 (24 hrs) Fax: +86 22 25793429 Tlx: 23222 JTHAR CN Radio Call Sign VHF: CH9 Tel: +86 21 53931548 +86 21 53931419 Fax: +86 21 53931549 +86 21 53931512 Tlx: 33024 HSASC CN Radio Call Sign VHF: CH 16
Maritime Safety Administration Ningbo 415 Renmin Road Ningbo City	Tel: +86 574 7691857 +86 574 7356420 Fax: +86 574 7353346 Tlx: 37053 NBHSA Radio Call Sign VHF: CH 13
Maritime Safety Administration Guangzhou 520 Binjiang Road (E) Guangzhou City	Tel: +86 20 84401224 +86 20 84102131 Fax: +86 20 84103031 +86 20 84401277 Tlx: 441081 GZMSS CN Radio Call Sign VHF: CH 8, 9, 64
Maritime Safety Administration Shenzhen No. 229 Binhe Road Shenzhen City **Maritime Safety Administration Zhanjiang** 12 Renmindongyi Road Zhanjiang City **Maritime Safety Administration Hainan** 137 Binhai Street Haikou City	Tel: +86 755 3797023 +86 755 3797011 Fax: +86 755 3797028 +86 755 3797089 Tel: +86 759 2226320 +86 759 2222090 Fax: +86 759 2286084 Tel: +86 898 8665330 Fax: +86 898 8653899

Country	Contact
Maritime Safety Administration Shantou Dong Duan Haibin Road Shantou City	Tel: +86 754 8900125 +86 754 8900111 Fax: +86 754 8900110
Maritime Safety Administration Qinhuangdao 75 Haibin Road Qinhuangdao City Heibei Province	Tel: +86 335 3097432 +86 335 3093164 Fax: +86 335 3411866
Maritime Safety Administration Yantai 8 Zhuhai Road Yantai City Shandong Province	Tel: +86 535 6251400 Ext.3193 +86 535 6742651 Fax: +86 535 6256205
Maritime Safety Administration Lianyungang 10 Yuanqian Road Xugou District Lianyungang City Jiangsu Province	Tel: +86 518 2311449 Ext.228 +86 518 2310309 Fax: +86 518 2312842
COLOMBIA Dirección General Marítima (DIMAR) Transversal 41, No. 27-50 Bogota D,C,	Tel: +57 1 221 4221/0301 +57 1 222 4072 (24 hrs) Fax: +57 1 222 2636/0090 Tlx: 44421 DIMAR CO
Local contact points:	
Capitanía del Puerto de Barranquilla Calle 53 No. 46-37 piso 2 Barranquilla Tel: +57 53 449662/400868/459187 Fax: +57 53 419406	**Capitanía del Puerto de Cartagena** Edificio Banco del Estado piso 13 Cartagena Tel: +57 56 643237/642583/658022 Fax: +57 56 644303
Capitanía del Puerto de Coveñas Via Guayabal Coveñas Tel: +57 52 880303 Fax: +57 52 880221	**Capitanía del Puerto de Buenaventura** Edificio El Café, piso 1 A.A. 1184 Buenaventura Tel: +57 224 23702/22543/22589 Fax: +57 224 34447
Capitanía del Puerto de Tumaco Tumaco Tel: +57 2727 2788/2785/2650 Fax: +57 2727 2425 E-Mail dgmbidim@colomsat.net.co	
CONGO (REPUBLIC OF THE) Direction Générale de la Marine Marchande (DIGEMAR) BP 1107, Pointe-Noire	Tel: +242 940107 +242 942326 Fax: +242 944832 Tlx: 8278 KG Languages understood: FRENCH/ENGLISH
COOK ISLANDS Police Department Rarotonga	Tel: +682 22 499 Fax: +682 21 499 Languages understood: ENGLISH
COSTA RICA Dirección General de Transporte Marítimo* Ministerio de Obras Públicas y Transporte P.O. Box 10176 San José	Tel: +506 330 555/605 Tlx: 2493 MOP CR

Country	Contact
Alternatively, spills on the Caribbean Coast could be reported to:	
Junta Administrativa de Portuaria y de* Desarollo Económico de la Vertiente Atlántica Apartado T Puerto Limon	Tel: +506 583 229 +506 581 041 Fax: +506 583 229 Tlx: 8518/2435 CR Languages understood:
COTE D'IVOIRE Centre Ivorien Anti -Pollution (CIAPOL) Ministère du Logement, du Cadre de Vie et de l'Environnement B.P. 153 Abidjan	Tel: +225 37 18 35 +225 37 29 19 Fax: +225 37 65 03 +225 31 65 00
CROATIA Harbour Master's Office 51000 Rijeka Senjsko pristaniste 3	Tel: +385 51 214 113 +385 51 214 031(after hours) +385 51 212 474 Fax: +385 51 312 254 +385 51 211 660 +385 51 211 696 (after hours) Tlx: 24634 Languages understood: ENGLISH E-Mail mrcc@pornorstvo.hr
CUBA Maritime Safety and Survey Division Ministry of Transport Boyeros y Tulipan, Plaza Cuidad de la Habana	Tel: +53 7 881 6607/9498 Fax: +53 7 33 5118 +53 7 881 1514 Tlx: 511 229 MITRANS CU E-Mail dsim@mitrans.transnet.cu
CYPRUS Department of Fisheries Ministry of Agriculture, Natural Resources and Environment Aeoulou 13 Nicosia	Tel: +357 2 303879 Fax: +357 2 303876 +357 2 775955 Tlx: 4660 MINAGRI CY
Ministry of Communications and Works Nicosia	Tel: +357 2 303272 Fax: +357 2 2 465462 Tlx: 3678 MINCOM CY
CZECH REPUBLIC Ministry of Transport Navigation and Waterways Division L. Svobody 12 Prague 1 110 15	Tel: +420 2 23031225 Fax: +420 2 24810596 Tlx: 121096 Languages understood: ENGLISH
DEMOCRATIC PEOPLE'S REPUBLIC OF KOREA Maritime Administration Bureau Tonghung-dong Central District Pyongyang	Tel: +850 2 18111 x 8059 Fax: +850 2 381 4416 Tlx: 38041 HS KP Languages Understood: KOREAN/ ENGLISH

Country	Contact
DENMARK Admiral Danish Fleet Marine Rescue Coordination Centre AARHUS PO Box 483 DK-8100 Århus	Tel: +45 89 43 30 99 Fax: +45 89 43 32 30 Tlx: 66471 SOK DK Maritime Rescue Coordination Centre AARHUS (MRCC AARHUS) operates as the national contact point. All reports on marine pollution received at the MRCC will as a matter of urgency be relayed to the duty officer at the Danish EPA. Languages understood: DANISH/ENGLISH/GERMAN
for FAROE ISLANDS Faroese Inspection and Rescue Service PO Box 347 FR 110 Torshavn **for GREENLAND** Island Commander Greenland* Marine Rescue Coordination Centre Gronnedal DK-3930 Kangilinnguit **DJIBOUTI** Port Autonome International de Djibouti* B.P. 2107 Djibouti	Tel: +298 31 10 65 Fax: +298 31 39 81 Tlx: 81327 Tel: +299 69 19 11 Fax: +299 69 19 49 Tlx: 90502 GLK GD Tel: +253 352 331 +253 351 031 +253 353 266 Fax: +253 356 187 Tlx: 5836 PORTAUTO DJ
DOMINICA Office of Disaster Preparedness* Government Headquarters Roseau	Tel: +1 767 448 2401 Fax: +1 767 448 5200
DOMINICAN REPUBLIC Comisíon Nacional de Saneamiento Ecológico* Calle Euclides Morillo 65 Edificio No. 2 Caasd Santo Domingo	Tel: +1809 562 3500 Fax: +1809 541 7600
ECUADOR Dirección General de Intereses Maritimos Amazonas 1188 y Cordero Casilla 172101366 Quito	Tel: +593 2 250 8909 +593 2 255 3076 Fax: +593 4 320385 E-Mail digeim@porta.net
Dirección General de la Marina Mercante y del Litoral Elizalde 101 y Malecón Simón Bolivar P.O. Box 7412 Casilla 172101366 Guayaquil	Tel: +593 4 325418 Fax: +593 4 320385 E-Mail digmer@ipse.net
EGYPT Maritime Inspection Department Ports and Lighthouses Administration RAS el Tin Alexandria	Tel: +20 3 480 2299 +20 3 480 2893 +20 3 480 2496 Fax: +20 3 487 5633 Tlx: 54407 FANARUN

Country	Contact
Head of Maritime Sector Ministry of Transport & Communications 4 Ptolemy Street Alexandria	Tel: +20 3 484 3631 +20 3 483 8983 +20 3 484 2058 +20 3 484 2119 Fax: +20 3 484 2096
EL SALVADOR Ministry of National Defence Naval Force Direccion General de Capitanias de Puerto San Salvador	Tel: +503 276 2605
ESTONIA Maritime Rescue Coordination Centre (MRCC Tallian) Estonian Border Guard Coast Guard Department Susta 15 11712 Tallinn	Tel: +372 6922 222 (24 hrs) + 372 6922 500 (24 hrs) Fax: +372 6922 501 (24 hrs) Tlx: 173 341 PIIR EE Languages understood: ESTONIAN/ENGLISH/RUSSIAN/FINNISH E-Mail ncc_estonia@rewal.pv.cc
FIJI Fiji Islands Maritime Safety Administration Ships Inspection - Head Office Motibhai Building, Walu Bay Suva	Tel: +679 331 5266 Fax: +679 330 3251 E-Mail fimsa@is.com.fj
Fiji Islands Maritime Safety Administration Casualty Investigation GPO Box 326 Motibhai Building, Walu Bay Suva	Tel: +679 331 5255 Fax: +679 330 3251 Tlx: 2486 FMSAS FJ E-Mail fimsa@is.com.fj
FINLAND Maritime Rescue Coordination Centre (MPCC Turku) Archipelago Sea Coast Guard District P.O. Box 16 FIN-20101 Turku	Tel: +358 204 1000 (Alarm, 24 hrs) +358 204 1001 (24 hrs) Fax: +358 2 250 0950 (24 hrs) Tlx: 57-62249 MRCC FI Languages understood: FINNISH/SWEDISH/ENGLISH
Inquiries: Finnish Environment Institute (FEI) P.O. Box 140 FIN-00251 Helsinki Tel: +358 9 403 000 +358 400 319 390 (After hrs) Fax: +358 9 403 00590 Tlx: 126086 VYH SF	
FRANCE Secretariat Général de la Mer 16 Boulevard Raspail 75007 Paris	Tel: +33 1 42 84 19 04 +33 1 42 75 83 32 (After hrs) Ask for the "Permanent du Secrétariat Général de la Mer" (the Duty Officer of the Secretary General). Fax: +33 1 42 84 07 90 Languages understood: FRENCH/ENGLISH

Country	Contact
For ships sailing in the Channel and North Sea CROSS JOBOURG Tel: +33 2 33 52 75 13 Fax: +33 2 33 52 71 72 E-Mail cross-jobourg@equipement.gouv.fr For ships sailing in the Mediterranean Sea CROSS MED LAGARDE Tel: +33 4 94 61 71 10 Fax: +33 4 94 27 11 49 E-Mail cross.med@equipement.gouv.fr	For ships sailing in the Atlantic CROSS CORSEN Tel: +33 2 98 89 31 31 Fax: +33 2 98 89 65 75 E-Mail cross-corsen@equipement.gouv.fr For ships sailing off Réunion COSRU Tel: +262 43 43 43 Fax: +262 42 83 17
The nearest Prefecture Maritime should also be notified:	
Maritime Prefect - English Channel and North Sea* Cherbourg Naval F-50115	Tel: +33 233 92 60 40 Fax: +33 233 92 59 26 Tlx: 170495
Maritime Prefect - Atlantic* Brest Naval F-29240	Tel: +33 298 22 10 80 Fax: +33 298 221319 Tlx: 940527
Maritime Prefect - Mediterranean* Toulon Naval F-83800	Tel: +33 494 02 06 43 Fax: +33 494 02 13 63 Tlx: 430047
for GUADELOUPE Direction Générale* Gare Maritime Port Autonome de la Guadeloupe B.P. 285 Pointe-a-Pitre F-97165	Tel: +590 910781 Fax: +590 911183 Tlx: 919564 CAPPOR GL This is the competent authority within limits of Pointe-a-Pitre, Basse-Terre and Folle-Anse de Marie-Galante Harbour. Overall authority is on Martinique.
for TAHITI Centre Operational du Taaone-Cot* Papeete	Tel: +689 42 6501 Fax: +689 42 3915
GABON Direction du Port de Port Gentil* B.P. 43 Port Gentil	Tel: +241 753563
GAMBIA The Gambia Port Authority* The Harbour Master P.O. Box 617 Wellington Street Banjul	Tel: +220 28509 Tlx: 2235 GAMPORTS GV
GEORGIA MRCC-GEORGIA 4 Shavsheti Street Baturni 6017	Tel: +995 222 73913 Fax: +995 222 7 3905 Tlx: MMSI 002130100 Email: mrcc_Georgia@iberiapac.ge
Ministry of Environment 68a Kostava Str. 389915 Tbilisi **GERMANY** Zentraler Meldekopf des Wasser und Schiffahrtsamtes Cuxhaven (ZMK) (Waterways and Shipping Board of Cuxhaven) Am Alten Hafen 2 D-27472 Cuxhaven	Tel: +995 32 361 589 +995 32 983 425 Tel: +49 4721 567485 (24 hrs) Fax: +49 4721 567404 (24 hrs) Languages understood: GERMAN/ENGLISH E-Mail zmk@kuewaz.de

Country	Contact
GHANA Ghana Ports & Harbours Authority Port of Tema P.O. Box 150 Tema	Tel: +233 22 202631-9 Fax: +233 22 202812 E-Mail Gpha@Ghan.com
Ghana Ports & Harbours Authority Port of Takoradi P.O. Box 249 Takoradi	Tel: +233 31 24073/24304 Fax: +233 31 22814
GREECE Ministry of Mercantile Marine Marine Environment Protection Division 109 Ipsilantou Street 185 32 Piraeus	Tel: +30 210 4220 701 +30 210 4121 211 (24 hrs) +30 210 4191 304 x 1351 Fax: +30 210 4220 441/440 +30 210 4224 417 (24 hrs) +30 210 4220 466 (24 hrs) +30 210 4191 561 (24 hrs) +30 210 4191 563 (24 hrs) +30 210 4115 798 (24 hrs) Tlx: 213593 YEN GR 212022 YEN GR 212239 YEN GR 212273 YEN GR Languages understood: ENGLISH Email: dpthap@hotmail.yen.gr Piraeus Rescue Co-ordination Centre* Tel: +30 210 4112 500 (24 hrs) +30 210 4220 772 (24 hrs) Fax: +30 210 4132 398 (24 hrs) Tlx: As above Email: dan@yen.gr
GRENADA Grenada Coast Guard* True Blue St. George's	Tel: +1 473 444 1931/2 Fax: +1 473 444 2839
GUATEMALA For the Atlantic Ocean: Comandante* Ministerio de la Defensa (Navy) Base Naval del Atlantico (BANATLAN) Santo Tomás de Castilla Izabal	Tel: +502 9 483127 Fax: +502 9 483102
For the Pacific Ocean: Comandante* Ministerio de la Defensa (Navy) Base Naval del Pacífico (BANAPAC) Puerto Quetzal Escuintla	Tel: +502 9 841056/7 Fax: +502 9 841056

Country	Contact
GUINEA Marine Marchande* B.P. 6 Conakry	Tel: +224 443540
GUINEA-BISSAU Junta Autonoma dos Portos da Guinea-Bissau* P.O. Box 382 Bissau	Tel: +245 2797
GUYANA Transport and Harbours Department* Cornhill and Water Street Stabroek Georgetown	Tel: +592 2 67842/271696 Fax: +592 2 78545
HAITI Service Maritime et de Navigation d'Haiti* B.P. 724 1663 Port au Prince	Tel: +509 26336 +509 24773 Tlx: 2030523 A/B SEMANAH
HONDURAS Direcciôn General de la Marina Mercante Col. San Carlos avenida Republica de Colombia #843 Tegucigalpa	Tel: +504 221 0721 +504 221 3033 +504 236 8880 +504 221 1987 +504 236 8872 Fax: +504 221 3419 +504 236 8866 Tlx: 1570 MAMER HO Languages Understood: SPANISH/ ENGLISH E-Mail hondumarina@newcom.hn
HONG KONG, CHINA (ASSOCIATE MEMBER) SAR Mission Co-ordinator Marine Emergency & Rescue Co-ordination Centre 12th floor, Rumsey Street Carpark Building Central, Hong Kong	Tel: +852 2545 0181 (24 hrs) Fax: +852 2541 7714 (24 hrs) Tlx: 82952 MRCC HX Hong Kong Marine Rescue Callsign: VRC Freq. 2182, 4125 kHz Coastal Radio Station Hong Kong Radio, Callsign: VRX Freq. 500, 2182 kHz, VHF Ch annel 16 Languages understood: ENGLISH/CHINESE
HUNGARY General Inspection for Transport Superintendence for Shipping Budapest, VI, Teréz krt. 38 P.O. Box 102 H-1389 Budapest	Tel: +36 1 311 3430 Fax: +36 1 311 1412 Tlx: 226685 AUFEL H

Country	Contact
ICELAND Icelandic Coast Guard (ICG) Seljavegur 32 127 Reykjavik	Tel: +354 511 3333 (Emergency) Fax: +354 511 2244 (24 hrs) Tlx: 2048 VARDSKIP IS AFTN BIRKICGT Radio Call Sign TFB Inmarsat C (581) 425101519 Inmarsat A (581) 1251123 (telex, telephone) DSC: 00251507000 Communicates with vessels via Icelandic Coast Radio stations or by its own HF, VHF or satellite systems. Languages understood: ENGLISH/DANISH/NORWEGIAN/SWEDISH E-Mail sar@lhg.is
INDIA Indian Coast Guard Coast Guard Headquarters National Stadium Complex Purana Quilla Road New Delhi 110 001	Tel: +91 11 338 4934 (24 hrs) +91 11 338 6700 (24 hrs) Fax: +91 11 338 3196 Tlx: +81 31 65359 CGHQ IN Languages understood: ENGLISH E-Mail vprotect@vsnl.com
INDONESIA Oil Pollution Response Director, Guard and Rescue The Directorate General of Sea Communication Merdeka Barat No. 8 Jakarta	Tel: +62 21 3506207 Fax: +62 21 350607
Operational Center for Oil Pollution Jakarta	Tel: +62 21 345 6614 Fax: +62 21 345 1364 Tlx: 40783 DJPL IA
Regional Contact Points:	
Manado, Sulawesi Tel: +62 431 867 050 +62 431 867 052 Fax: +62 431 860 083	**Ambon, Moluccas** Tel: +62 911 352 852 Fax: +62 911 352 852
Sorong, Irian Jaya Tel: +62 951 218 39/218 44 Fax: +62 951 21302	**Jayapura, Irian Jaya** Tel: +62 967 534 36 Fax: +62 967 533 701
Medan, Sumatera Tel: +62 61 323 357/568 206 Fax: +62 61 323 357 **Jakarta, Java** Tel: +62 21 494 552/492 244 Fax: +62 21 494 463 **Barjarmasin, Kalimantan** Tel: +62 511 52640 Fax: +62 511 53734	**Dumai, Sumatera** Tel: +62 765 311 62/320 86 Fax: +62 765 320 86 **Surabaya, Java** Tel: +62 31 843 3018 Fax: +62 31 841 8187 **Balik Papan, Kalimantan** Tel: +62 542 22096 Fax: +62 542 22872
Ujung Pandang, Sulawesi Tel: +62 411 514 158/514 539 Fax: +62 411 514 493	

Country	Contact
IRAN **Caspian Sea (Bandar Nowshahr)** Ports & Shipping Organization Department of Safety and Marine Protection 751 Enghelab Avenue Tehran	Tel: +98 21 880 9326 +98 21 880 9555 Fax: +98 21 880 9555 +98 21 880 4100 Tlx: 88 214260 Languages understood: ENGLISH
Persian Gulf (Bandar Imman Khomeyni) Bandar Immam Khomeyni	Tel: +68 651 26901/2 +98 651 4457612 Fax: +98 651 26902 Tlx: 88 612051 Languages understood: ENGLISH
Persian Gulf (Bandar Bushehr) Bandar Bushehr	Tel: +98 771 253 0074/75 Fax: +98 771 253 0072/79 Tlx: 88 332108 Languages understood: ENGLISH
Straits of Hormoz (Bandar Abbas) Bandar Abbas	Tel: +98 761 563966/7 Fax: +98 761 564056 Tlx: 88 214278 88 214287 Languages understood: ENGLISH
Oman Sea (Bandar Chahbahar) Bandar Chahbahar	Tel: +98 545 222 1415 Fax: +98 545 222 1215 Tlx: 88 512047 Languages understood: ENGLISH
Caspian Sea (Bandar Anzali) Bandar Anzali	Tel: +98 181 35540 Fax: +98 181 33902 Tlx: 88 232199 Languages understood: ENGLISH
IRELAND Irish Marine Emergency Service (IMES) Department of the Marine IMES Headquarters Leeson Lane, Leeson Street Dublin 2	Tel: +353 1 6620922 (24hrs) Fax: +353 1 6620795 (24 hrs) Tlx: 93039 (24 hrs) Radio Call Sign Any coastal VHF sites Languages understood: ENGLISH
ISRAEL Ministry of Transport Administration of Shipping and Ports PO Box 33993 Haifa 31339 Ministry of the Environment Marine and Coastal Environment Division PO Box 33583 Haifa 31333	Tel: +972 4 863 2040 Fax: +972 4 863 2118 (office hrs) +056 212061 (after hrs) Tel: +972 4 862 2702 +972 8 925 3321 (24 hrs) Fax: +972 4 862 3524
The Master of any other representative of the vessel, whether at sea or in port should notify the Israeli authorities on any kind of pollution. The pollution report should be made through the respective Port Control. WHEN VESSEL IS IN OPEN SEA CONTACT HAIFA RADIO VHF CHANNEL 16	

Country	Contact
Ministry of Environment Marine and Coastal Environment Division Port of Haifa area	Tel: +972 4 863 3500 (office hrs) 056-233054 (after hrs/mobile) Fax: +972 4 863 3520 (office hrs) Radio Call Sign Haifa Port Control VHF Ch.12, 14, 16 (24hrs) Hadera Port Control VHF Ch.10, 16
Ministry of Environment Marine and Coastal Environment Division Ashdod Port Area	Tel: +972 8 852 2203 (office hrs) 056-233055 (after hrs/mobile) Fax: +972 8 852 1845 (office hrs) Radio Call Sign Ashdod Port Control VHF Ch.12, 14, 16 (24hrs) Ashkelon Port Control VHF Ch.13, 16
Ministry of Environment Marine and Coastal Environment Division Eilat Port Area	Tel: +972 7 637 6376 (office hrs) 056-233052 (after hrs/mobile) Fax: +972 7 637 6375 (office hrs) Radio Call Sign Eilat Port Control VHF Ch.13, 16 (24hrs)
ITALY Centro Operativo Emergenza Inquinamenti Ministero dell'Ambiente Viale Cristoforo Colombo 44 00147 Roma	Tel: +39 0657223467 +39 3293810317 (24 hrs) +39 3293810352 (24 hrs) +39 3293810351 (24 hrs) +39 3293810314 (24 hrs) Fax: +39 0657223472 E-Mail sdm@minambiente.it
JAMAICA The Jamaica Defense Force Coast Guard HMJS Cagway Port Royal Kingston 1	Tel: +1 876 967 8031-3 +1 876 967 8193 (24 hrs) Fax: +1 876 967 8278 Radio Call Sign 6YX (24 hrs)
The Office of Disaster Preparedness and Emergency Management 12 Camp Road Kingston 4	Tel: +1 876 928 5111-4 +1 876 938 2250-1 Fax: +1 876 928 5503
The Maritime Authority of Jamaica 7th floor, Dyoll Building 40 Knutsford Blvd. Kingston 5	Tel: +1 876 754 7260 and 5 +1 876 929 2201 Fax: +1 876 754 7256
JAPAN Operations Office/Search and Rescue Division Guard and Rescue Department Japan Coast Guard	Tel: +81 3 3591 9000 Fax: +81 3 3591 8701 Tlx: 222 5193 JMSAHQ J
In the event of an incident, report should be made to the nearest MRCC as the first point of contact:	
1st Regional Coast Guard HQ **Otaru**	Tel: +81 1 34270118 Tlx: 952716 JMSAOT J
2nd Regional Coast Guard HQ **Shiogama**	Tel: +81 22 3363 0111/3 Tlx: 859227 JMSASI J
3rd Regional Coast Guard HQ **Yokohama**	Tel: +81 45 2110773/4 Tlx: 3822586 JMSAYO J
4th Regional Coast Guard HQ **Nagoya**	Tel: +81 52 6611611/2 Tlx: 4934961 JMSANA J

Country	Contact
5th Regional Coast Guard HQ **Kobe**	Tel: +81 78 3916551/2 Tlx: 5663797 JMSAKO J
6th Regional Coast Guard HQ **Hiroshima**	Tel: +81 82 2515111/8 Tlx: 652905 JMSAHI J
7th Regional Coast Guard HQ **Koji**	Tel: +81 933 212931/2/3 Tlx: 713440 JMSAKI J
8th Regional Coast Guard HQ **Maizuru**	Tel: +81 773 754999 Tlx: 5734455 JMSAMA J Radio Call Sign Languages understood:
9th Regional Coast Guard HQ **Niigata**	Tel: +81 25 2444999/4151 Tlx: 3122472 JMSANI J
10th Regional Coast Guard HQ **Kagoshima**	Tel: +81 992 509800/1 Tlx: 782266 JMSAKA J
11th Regional Coast Guard HQ **Naha**	Tel: +81 988 664999 Tlx: 795211 JMSANH J Alternatively the local sea patrol radio stations can be contacted on 500 kHz, 2182 kHz, 156.8 mHz or 156.6 mhz.
In the case of incidents from any fixed or floating drilling rig or other offshore installation when engaged in the exploration, exploitation or associated offshore processing of sea-bed mineral water resources, the present national operational contact points are listed below, in addition to the above:	
Hokkaido Mine Safety and Inspection Bureau **Sapporo**	Tel: +81 11 709 2311 +81 11 709 2481 Fax: +81 11 709 2486
Kanto-Tohoku Mine Safety and Inspection Department **Sendai**	Tel: +81 22 263 111 +81 22 221 4840 Fax: +81 22 263 0590
Kanto-Tohoku Mine Safety and Inspection Department Kanto Branch **Tokyo**	Tel: +81 3 3216 5641 +81 3 3213 7907 Fax: +81 3 3211 2770
Ministry of International Trade and Industry Industrial Location and Environmental Protection Bureau Mine Safety Division	Tel: +81 3 3501 1870 Fax: +81 3 3501 6565
Chubu-Kinki Mine Safety and Inspection Department **Nagoya**	Tel: +81 52 951 2661 +81 52 861 0558 Fax: +81 52 961 8578
Kinki Branch of Chubu-Kinki Mine Safety and Inspection Department **Osaka**	Tel: +81 6 941 9261 +81 6 941 3481 Fax: +81 6 941 9481
Shikoku Branch of Chugoku-Shikoku Mine Safety and Inspection Department **Takamatsu**	Tel: +81 878 31 3141 +81 878 31 8736 Fax: +81 878 36 2604
Chugoku-Shikoku Mine and Safety Inspection Department **Hiroshima**	Tel: +81 82 224 5753 Fax: +81 82 228 8588
Kyushu Mine Safety and Inspection Bureau **Fukuoka**	Tel: +81 92 481 1801 +81 92 431 7767 Fax: +81 92 471 7436
Naha Mine Safety Inspection Office **Naha**	Tel: +81 988 88 8465 Fax: +81 988 88 6478

Country	Contact
JORDAN Director General* The Ports Corporation P.O.Box 115 Aqaba	Tel: +962 3 2014024 Fax: +962 3 2016204 +962 3 2012963 Tlx: 62262 PORT JO 62352 PORT JO
KENYA Ras Serani Signal Station* Mombassa *Contact may also be made directly with:* Kenya Ports Authority* Mombassa	Tel: +254 11 312895 (24 hrs) Fax: +254 11 311409 Tlx: 21243 BANDARI Tel: +254 11 31 1409/2211 Fax: +254 11 311867 Tlx: 21243 DIRKPA KE
KIRIBATI Ministry of Transport Communications and Tourism Marine Division P.O. Box 487 BETIO Tarawa	Tel: +686 26003/26468 Fax: +686 26187/26512
KUWAIT Environmental Protection Council P.O. Box 24395 Safat Kuwait 1 3104	Tel: +965 245 3833/4 (24 hrs) +965 242 2816 (24 hrs) Fax: +965 242 1993 +965 245 6836 (24hrs) Radio Call Sign VEF.CH 73/77 or 16 (24 hrs) Languages understood: ARABIC/ENGLISH
Alternatively, spills can be reported directly to the nearest Port Authority:	
Shuwaikh Port* Tel: +965 481 0446 Fax: +965 481 4196	Shuaiba Port* Tel: +965 326 0069 Fax: +965 326 3285
LATVIA Latvian Coast Guard Maritime Rescue Co-ordination Centre Meldru 5a LV 1015 Riga	Tel: +371 7 323 103 (emergency) +371 7 082 070 +371 9 476 101 Fax: +371 7 320 100 +371 9 270 690 **Tlx:** 161396 MRCC LV Inmarsat-C: 581 427518510 **E-Mail** sar@mrcc.lv Radio Call Sign RIGA RESCUE RADIO The latest information is also available at: www.mrcc.lv Languages understood: LATVIAN/RUSSIAN/ENGLISH
LEBANON Ministry of Transport* Starco Building Beirut	Tel: +961 1 371 644/5/6 Fax: +961 1 371 643/47
LIBERIA *For incidents involving all ships, occurring within the territorial waters of the Republic of Liberia, the office to contact is:* Office of the Commissioner of Maritime Affairs Bureau of Maritime Affairs, R.L. Tubman Boulevard	PO Box 10-9042 1000 Monrovia 10 Tel: +231 227044 Fax: +231 227044/226069

Country	Contact
Alternate Permanent Mission of the Republic of Liberia to the IMO Dean Bradley House 52 Horseferry Road London SW1P 2AF United Kingdom	Tel: +44 (0)20 7976 0725 Fax: +44 (0)20 7976 0726 E-Mail 100631.656@compuserve.com
For incidents involving Liberian registered ships, occurring worldwide, the office to contact is: Office of the Deputy Commissioner of Maritime Affairs, R.L. 8619 Westwood Center Drive Suite 300 Vienna, VA 22182 USA	Tel: +1 703 790 3434 (24 hrs) Fax: +1 703 790 5655 (24hrs)
LIBYAN ARAB JAMAHIRIYA Director General Technical Centre for Environment Protection (TCEP) Box 83618 Tripoli	Tel: +218 21 4448452 +218 21 4445795 Fax: +218 21 3338098/97 Tlx: 20138 TCEP LY
LITHUANIA Safe Shipping Administration Rescue Co-ordination Centre* J.Janonio 24 LT-5813 Klaipeda	Tel: +370 6 499670 (alert) +370 6 499669 Fax: +370 6 499677 Tlx: (539) 278486 SAR LT Radio Call Sign LYA Languages understood: LITHUANIAN, ENGLISH, RUSSIAN E-Mail MRCC@takas.lt
MADAGASCAR Ministère des Transports Maritimes* Direction des Ports Antananarivo	Tel: +261 2 469 80 Fax: +261 2 237 03 Tlx: 22256 MG
MALAYSIA The Department of Environment Ministry of Science, Technology and Environment 13th floor, Wisma Sime Darby Jalan Raja Laut Kuala Lumpur 50662	Tel: +60 3 293 8955/8402 Fax: +60 3 293 6006 Tlx: 28154 MOSTEC MA Contact can also be made to the nearest Harbour Master
MALTA Malta Maritime Authority* Marina Pinto Valletta Vlt 01	Tel: +356 222 203/4 +356 238 177/997 Fax: +356 222 208 Tlx: 1110 MW
MARSHALL ISLANDS *For incidents involving all ships, occurring within the territorial waters of the Republic of the Marshall Islands, please contact:* Ministry of Transport and Communications* P.O. Box 154 Majuro MH 96960	Tel: +692 625 5269 Fax: +692 625 3486

Country	Contact
Delrita-Uliga-Delap Port Authority* P.O. Box 154 Majuro MH 96960	Tel: +692 625 3469/3569/3589
Ministry of Resources and Development* Environmental Protection Authority P.O. Box 1727 Majuro MH 96960	Tel: +692 625 3035/5203
For incidents involving all ships, registered in the Marshall Islands, occurring worldwide, the office to contact is:	
Office of the Maritime Administrator Investigations 11495 Commerce Park Drive Reston, Virginia 20191-1507 USA	Tel: +1 703 620 4880 Fax: +1 703 476 8522 Email: maritime@register-iri.com
MAURITANIA	
Port Autonome de Nouadhibou* P.O. Box 236 Nouadhibou	Tel: +222 2134 Tlx: 441
Directeur du Port de Nouakchott* Ministère de l'Equipment Nouakchott	Tel: +222 2274 Tlx: 551
MAURITIUS Mauritius Ports Authority Port Administration Building Mer Rouge Port Louis	Tel: +230 240 0415 +230 216 3504 Fax: +230 240 0856 +230 242834 Tlx: 4238 MAUPORT IW Languages understood: ENGLISH/FRENCH
National Coast Guard The Commandant Headquarters Fort William Port Louis	Tel: +230 212 2757 +230 208 8317 Fax: +230 212 2770 Languages understood: ENGLISH/FRENCH
Department of Environment Ken Lee Tower Port Louis	Tel: +230 212 8332 Fax: +230 212 9407 Languages understood: ENGLISH/FRENCH
MEXICO Director General de Marine Mercante Secretaria de Comunicaciones y Transportes Avenida Nuevo Leon 210, 3er.Piso Colonia Hipodromo Condesa CP 06100 Mexico D.F.	Tel: +52 55 5574 27555 Fax: +52 55 5063 1133
Secretaria de Marina Direcciôn General Adjunta de Oceanografia Eje 2 Oeste Tramo H. Escuela Naval Militar Nüm 861 Col. Los Cipreses, Coyoacan Edificio B 1er Nivel 04830 Mexico D.F.	Tel: +52 5624 6543 Fax: +52 5624 6583 Languages understood: SPANISH/ENGLISH

Country	Contact
Secretaria de Marina Jefatura Del Estado Mayor General de la Armada Eje 2 Oeste Tramo H. Escuela Naval Militar Núm.861 Col. Los Cipreses, Coyoacan Edificio B 1er Nivel 04830 Mexico D.F.	Tel: +52 5624 6500 ext. 3540, 3543, 3544, 3545 ô 1000 Fax: +52 5624 6336/5677-6762
Dirección General de Marina Mercante Municipio Libre 377 Col. Santa Cruz Atoyac 6º Piso, Ala "A" C.P. 03310 Mexico D.F	Tel: +52 5605 8321 Fax: +52 5604 3889
MICRONESIA (FEDERATED STATES OF) Department of Resources and Development* Division of Marine Resources FSM Capitol Complex Kolonia Pohnpei *Alternatively spills can be notified to:* Pohnpei Port Authority* Air Terminal Complex P.O. Box 1150 Kolonia Pohnpei FSM 96941	Tel: +691 320 2620 Tel: +691 320 2793 Fax: +691 320 2798
Chuuk Office of the Governor* Marine Resources Department Chuuk State Port Authority	Tel: +691 330 2234/2660 Fax: +691 330 4157
Kosrae Office of the Governor* Marine Resources Department Kosrae State Port Authority	Tel: +691 370 3002/3031 Fax: +691 330 4157
Yap Office of the Governor* Marine Resources Department Yap State Port Authority	Tel: +691 350 2108/9 Fax: +691 2350/2294
MONACO Direction des Ports* Service de la Marine Department des Travaux Publics et des Affaires Sociales B.P. 468 98012 Monaco Cedex	Tel: +377 93158678/58577 Fax: +377 93153715 Tlx: 489035 SERMAR MC
MOROCCO Ministère du Transport et de la Marine Marchande Direction de la Marine Marchande Boulevard Félix Houphouet Boigny 20 000 Casablanca	Tel: +212 22 22 1931 +212 22 27 8092 +212 22 27 6010 Fax: +212 22 27 3340 Tlx: 24613 M Languages understood: ARABIC/FRENCH/ENGLISH E-Mail marine@maroconline.com

Country	Contact
MOZAMBIQUE Gabinete de Coordenacao de Projectos de Marinha (GAPROMAR)* Edificio da Capitania do Porto Caixa Postal 1421 Maputo	Tel: +258 1 424 109/254 +258 1 420 745
NETHERLANDS Netherlands Coastguard Centre MHKC Building PO Box 10000 1780 CA Den Helder	Tel: +31 223 542 300 Fax: +31 223 658 358 Tlx: 71088 KUSTW NL E-Mail ccc@kustwacht.nl Languages understood: DUTCH/ENGLISH/GERMAN
ARUBA Coastguard Center NA & A Florence Nightingaleweg Willemstad Curaçao	Tel: +599 9 463 7700/7719 (24 hrs) Fax: +599 9 463 7950 Languages understood: DUTCH/ENGLISH/SPANISH E-Mail coastguard_netherlands_antilles&aruba@czmcari
NETHERLANDS ANTILLES Coastguard Center NA & A Florence Nightingaleweg Willemstad Curaçao	Tel: +599 9 463 7700/7719 (24 hrs) Fax: +599 9 463 7950 Languages understood: DUTCH/ENGLISH/SPANISH E-Mail coastguard_netherlands_antilles&aruba@czmcari
NEW ZEALAND Director of Maritime Safety Maritime Safety Authority of New Zealand PO Box 27006 Wellington	Tel: +64 4 473 0111 +64 4 494 1249 Fax: +64 4 494 8903 (please telephone the above number as well when sending a fax report) Tlx: NZ31146 zlmnz31146 Radio Call Sign HF Radio: Taupo Maritime Radio ZLM Maritime Radio on VHF Inmarst: 582 451 200 067 Ans Back: BCL Maritime Languages understood: ENGLISH
NICARAGUA Ministerio de Transporte* Direccion General de Transporte Acuatico Nacional 3er Piso, Edificio 17 Plaza España Managua	Tel: +505 2 60572/96067 Tlx: 1339 MITRANS
NIGERIA Federal Ministry of Transport Maritime Division Port of Lagos Lagos	

Country	Contact
The Petroleum Inspectorate* 44 Eric Moore Suru-Lere PMB 12701 Lagos	Tel: +234 1 802490 - 4 Tlx: 27478 NNPC NG Alternatively spills should be notified to the nearest port authority.
NORWAY Norwegian Pollution Control Authority (SFT) Department for Control & Emergency Respon se PO Box 125 N-3191 Horten	Tel: +47 33 03 48 00 (24hrs) Fax: +47 33 03 49 49 Languages understood: ENGLISH E-Mail postmottak@sft.telemax.no
OMAN Ministry of Regional Municipalities and Environment P.O. Box 323 Muscat	Tel: +968 696444 +910 5793 (Bleeper) +968 696459 (After hours) Fax: +968 602320 (24 hrs) Tlx: 5711 MININVOY ON Languages understood: ENGLISH/ARABIC Royal Navy of Oman* Tel: +968 614805 (24 hrs) Fax: +968 616378 Royal Oman Police Coast Guard* Tel: +968 714661 (24 hrs) Fax: +968 714937
PAKISTAN Government of Pakistan Ministry of Communications Ports & Shipping Wing Plot No.12, Misc. Area Mai Kolachi Byepass Karachi-74200	Tel: +92 21 920 6405-6 Fax: +92 21 920 5407/920 4191 Tlx: 29822 DGPS PK Languages understood: ENGLISH/URDU
Maritime Security Agency Headquarters KDLB Building PO Box 13333 West Wharf Road Karachi 2	Tel: +92 21 921 4619/2319 8941 0320 4305194 mobile Fax: +92 21 231 1086 Tlx: 27040 - 27692 MRSEC PK Radio Call Sign BEYL Languages understood: ENGLISH/URDU
PALAU Environment Quality Protection Board* P.O. Box 100 Koror 96940	Tel: +680 488 2620 Fax: +680 488 2963
Alternatively spills can be notified to: Malakal Port Authority* Address as above	Tel: +680 488 2496
In addition oil spills should be reported to USCG MSO GUAM USCG MSO GUAM* P.O. Box 176 Guam	Tel: +1 671 339 2001/4107

Country	Contact
PANAMA Panama Maritime Authority Chief Technical Advisor Department of Maritime Safety Directorate of Merchant Marine, New York 6 West 48th Street, 10th floor New York, NY 10036	Tel: +1 212 869 6441 Fax: +1 212 575 2285
Panama Maritime Authority Department of Pollution (Departamento de Contaminacion) PO Box 8062 Zona 7, Panama City	Tel: +507 232 6282 +507 232 5750 (24 hrs)
Panama Maritime Authority Department of Maritime Safety Edif. Plaza Guadalupe, Calle 50 y 69 PO Box 5245 Zona 5, Panama City	Tel: +507 270 0166 +507 270 0230
PAPUA NEW GUINEA The Coordinator Search and Rescue, Oil Pollution Centre Maritime Safety Branch Department of Transport P.O. Box 1489 Port Moresby	Tel: +675 214 994 (24 hrs) Fax: +675 214 968 Tlx: 22203 DOTRANS NE Languages understood: ENGLISH
Notification can also be made to: Regional Port Manager P.O. Box 384 Port Moresby	Tel: +675 211 637 +675 259 030 (After hours) Fax: +675 213 606
PERU Direccion de Seguridad y Vigilancia Acuatica Direccion General de Capitanias y Guardacostas (DICAPI) Constitucion 150 Callao	Tel: +51 14 202020 +51 14 200350 +51 14 200822 Fax: +51 14 200177 +51 14 202020 Tlx: 26042 PE 26069 PE 26071 PE E-Mail dicasevi@marina.mil.pe
Costera Paita Paita-Peru **Costera Callao** Callao-Peru	Tel: +51 74 611099 Fax: +51 74 611594 Tlx: 41-658-PE Radio Call Sign OBY2 Languages understood: SPANISH/ENGLISH Tel: +51 14 453 5746 Fax: +51 14 453 5746 Tlx: 26-042-PE 26-069-PE Radio Call Sign OBC3 Languages understood: SPANISH/ENGLISH
Costera Mollendo Mollendo-Peru	Tel: +51 54 534383 Fax: +51 54 534383 Tlx: 59-655-PE Radio Call Sign OBF4 Languages understood: SPANISH/ENGLISH

Country	Contact
PHILIPPINES National Operations Center for Oil Pollution Farola Compound Binondo 1006 Manila	Tel: +63 2 243 04 63 Fax: +63 2 527 38 80 Languages understood: ENGLISH/TAGALOG
Coast Guard Operations Center Headquarters Philippine Coast Guard 139 25th Street Port Area 1018 Manila\	Tel: +63 2 527 38 80 Fax: +63 2 527 38 80 +63 2 527 39 07
Headquarters FIRST Coast Guard District Muelle de la Industria Bonondo Binondo 1006 Manila	Tel: +63 2 243 04 65 Fax: +63 2 243 04 74
Headquarters SECOND Coast Guard District Arellano Boulevard Port Area 6000 Cebu City	Tel: +63 32 416 6864
Headquarters THIRD Coast Guard District Lower Calarian 7000 Zamboanga City	Tel: +63 62 993 1014
Headquarters FOURTH Coast Guard District 5300 Puerto Princesa City	Tel: +63 48 443 2974
Headquarters FIFTH Coast Guard District Sta. Clara 4200 Batangas City	Tel: +63 43 723 3848
Headquarters SIXTH Coast Guard District Barangay Obereo 5000 Iloilo City Headquarters SEVENTH Coast Guard District Poro Point 2500 San Fernando La Union	Tel: +63 33 337 60 29 Tel: +0918 215 6345 (mobile)
Headquarters EIGHTH Coast Guard District Sasa Wharf 8000 Davao City	Tel: +63 82 235 0002 +63 82 243 3741
POLAND Ministry of Transport and Maritime Economy Department of Maritime and Inland Waters Administration Ul. Chalubinskiego 4/6 00-928 Warsaw	Tel: +48 22 62 11 448 +48 22 62 94 623 Fax: +48 22 62 88 515 Tlx: 816 651 PKP PL
PORTUGAL Direçâo Geral de Marinha Praça do Comércio 1188 Lisboa Codex	Tel: +351 21 346 9221 917592700 mobile Fax: +351 21 342 4137 Tlx: 43536 DIRMAR P
The Portuguese Navy is responsible for co-ordinating recovery and cleaning pollution operations. A complementary network of coastal radio stations maintains a continuous listening watch on international distress frequencies. Regional contact points:	
MRCC PONTA DELGADA (ACORES)*	Tel: +351 296 281777 Fax: +351 296 281999 Tlx: +404 82479 MRCC PD

Country	Contact
MRCC Lisboa	Tel: +351 21 440 1919 Fax: +351 21 440 1954 Tlx: (+404) 60747 P
MRSC Funchal Madeira	Tel: +351 291 221 104/5 Fax: +351 291 228232
QATAR Doha Coastal Radio Station* Doha	Tel: +974 4864444 Fax: +974 4433063
Notification may also be sent to one of the following:	
Coast Guard* P.O.Box 920 Doha	Tel: +974 4414 488 +974 4444 952 Fax: +974 4431 777
Department of Ports, Maritime Affairs and Land Transport Ministry of Communications and Transport PO Box 313 Port Building Doha	Tel: +974 441 0569/4287/4763 +974 445 7457 Fax: +974 441 3994 +974 441 3563 Tlx: 4378 MAWANI DH
Qatar General Petroleum Corporation PO Box 47 Doha	Tel: +974 440 26 66 +974 440 2593 Fax: +974 440 2707 +974 440 1397
REPUBLIC OF KOREA Maritime Pollution Response Division Marine Pollution Control Bureau National Maritime Police Agency 1-Ga 105, Buksung-Dong, Jung-Gu Inchon 400-201	Tel: +82 32 883 1846 +82 32 883 0461 (after workhours) Fax: +82 32 888 0594 +82 32 881 5362 (after workhours) E-Mail selsell@nmpa.go.kr Languages understood: ENGLISH
Alternatively, spills should be reported to the nearest Marine Police District:	
Pusan	Tel: +82 51 412 5050 Fax: +82 51 404 1356
Pohang	Tel: +82 54247 5050 Fax: +82 54 247 5049
Donghae	Tel: +82 33 533 5050 Fax: +82 33 531 5150
Kunsan	Tel: +82 63 467 5050 Fax: +82 63 467 9374
Tong Young	Tel: +82 55 645 5050 Fax: +82 55 646 3803
Ulsan	Tel: +82 52 261 5050 Fax: +82 52 265 3812
Yosu	Tel: +82 61 651 5050 Fax: +82 61 651 4950
Sokcho	Tel: +82 33 633 5050 Fax: +82 33 636 1125
Taean	Tel: +82 41 674 5050 Fax: +82 41 672 1695
Mokpo	Tel: +82 61 244 5050 Fax: +82 61 243 5051

Country	Contact
Cheju Inchon **ROMANIA** Constantza Harbour Master Constantza Port 8700	Tel: +82 64 757 5050 Fax: +82 64 758 0611 Tel: +82 32 882 5050 Fax: +82 32 881 7531 Tel: +40 41 618299 (24 hrs) Fax: +40 41 616431 +40 41 618299 (After hrs) Tlx: 14209 Languages understood: ENGLISH
Area of Black Sea coast & area of Maritime Danube Head Office Constantza Harbour Master	Tel: +40 41 616431 Fax: +40 41 616431/618299
Constantza South Office	Tel: +40 41 742843/741493 Fax: +40 41 742790
Mangalia Office	Tel: +40 41 751299
Midia Office	Tel: +40 41 782232
Head Office Galati Harbour Master	Tel: +40 36 60248 Fax: +40 36 60318
Braila Office	Tel: +40 39 613068/635420 Fax: +40 39 612184
Head Office Tulcea Harbour Master	Tel: +40 40 513226 Fax: +40 40 512937
Sulina Office	Tel: +40 40 543510 Fax: +40 40 543723 Coastal Radio Station RADIONAV R.A.* Lat 44 07 N CRR CUMPANA Long 28 34 E Radio Call Sign YQI
RUSSIAN FEDERATION State Marine Pollution Control, Salvage and Rescue Administration of the Russian Federation (MPCSA) 1/4 Rozhdestvenka str. Moscow 103759	Tel: +7 095 959 46 95 +7 095 959 46 94 Fax: +7 095 959 4694 (24 hrs) +7 095 926 9038 Tlx: 411197 MMF SU Languages understood: RUSSIAN/ENGLISH E-Mail mpcsa@morflot.ru
Masters of vessels should communicate with the following State bodies which operate 24 hours:	
State Maritime Rescue Co-ordination Centre of MPCSA (SMRCC Moscow) 1/4 Rozhdestvenka str. Moscow 103759 MRCC St. Petersburg	Tel: +7 095 926 1052 +7 095 926 9401 (head) Fax: +7 095 923 7476 Tlx: 411197MORFLOT RU Languages understood: RUSSIAN/ENGLISH E-Mail smrcc@morflot.ru Tel: +7 812 327 4147/259 8995 Fax: +7 812 327 4146 (emerg.) +7 812 327 4145 Tlx: 121512 RCC RU Inmarsat: 761 319893 MMSI DSC: 002733700 Radio Call Sign SAINTPETERSBURG Languages understood: RUSSIAN/ENGLISH E-Mail mrcc@mail.pasp.ru (head)

Country	Contact
MRCC Murmansk	Tel: +7 815 242 8307 +7 512 951 0733 (from Norway, Finland, Belgium, Britain, Iceland 810 47 789 10 733 (from other States) Fax: +7 815 242 8307 +7 512 951 0733 (from Norway, Finland, Belgium, Britain, Iceland 810 47 789 10 733 (from other States) Tlx: 126178mapmu.ru Inmarsat "Mini-M": 762137155 MMSI DSC: 002734420 Radio Call Sign MURMANSK RADIO RCC Languages understood: RUSSIAN/ENGLISH E-Mail rcc@mapm.ru
MRCC Arkhangelsk	Tel: +7 8182 44 71 00/44 74 92 +7 8182 43 01 21/43 99 68 Fax: +7 8182 44 74 60 Tlx: (64) 24211 MF RU Inmarsat: Fax&Tel. 1402441/40 MMSI DSC: 002734414 Radio Call Sign RADIO 1 Languages understood: RUSSIAN/ENGLISH E-Mail rcc@arh.ru
MRSC Kaliningrad	Tel: +7 0112 53 84 70 Fax: /Tel: +7 0112 47 11 99 Tlx: MMSI DSC: 002734417 Radio Call Sign KALININGRAD RADIO Languages understood: RUSSIAN/ENGLISH
MRCC Vladivostock	Tel: +7 4232 495522/22778 +7 4232 497405 Fax: +7 4232 495 895 Tlx: 213155 MRF RU MMSI DSC: 002734412 Inmarsat-C: 492500379 MAP V Inmarsat-M: 761320633, 761320634 Radio Call Sign VLADIVOSTOK RCC RADIO Languages understood: RUSSIAN/ENGLISH E-Mail vldvmrcc@vld.global-one.ru
MRSC Yuzhno-Sakhalinsk	Tel: +7 4242 785704 +7 4242 722341 Fax: /Tel: +7 4242 722341 Tlx: MMSI: 002733733 INMARSAT-C:427311122 Languages understood: RUSSIAN/ENGLISH E-Mail mspc@sakhalin.ru Radio Call Sign SAKHALIN RADIO RSC
MRCC Petropavlovsk-Kamchatskiy	Tel: +7 4152 112880 Fax: +7 4152 112397 Tlx: 244138 RSCPK RU Radio Call Sign PETROPAVLOVSK RADIO Languages understood: RUSSIAN/ENGLISH

Country	Contact
MRCC Astrakhan	Tel: +7 851 258 4808/258 5775 Fax: +7 851 258 5776 Tlx: MMSI DSC: 002734419 Radio Call Sign ASTRAKHAN RADIO Languages understood: RUSSIAN/ENGLISH E-Mail map@astratel.ru
MRCC Novorossiysk	Tel: +7 8617 239617/239920 +7 8617 619424/639037 +7 8617 239619 (head) Fax: +7 8617 239600 Tlx: Inmarsat-B: Tel: 8617 3273 25510 Tlx: 8617 3273 25518 Fax: 8617 3273 25515 MMSI DSC: 002734411 Radio Call Sign NOVOROSSIYK RADIO RCC Languages understood: RUSSIAN/ENGLISH E-Mail GMDSS1@mapn.morflot.ru
RWANDA Ministry of the Environment and Tourism (Environment Division) B.P. 2378 Kigali	Tel: +250 7 2093/7930/7932 Fax: +250 7 6958 *No operational contact point has yet been established in Rwanda. However, the Ministry of the Environment and Tourism (Environment Division) whose responsibilities include environmental research and planning, together with environmental protection and nature conservation, should be able to draw up emergency plans and disseminate information.* Languages understood: FRENCH
SAINT KITTS & NEVIS St. Kitts & Nevis Coast Guard* Deep Water Port Basseterre **SAINT LUCIA** Marine Police Unit* Royal St. Lucia Police Force P.O. Box 109 Castries	 Tel: +1 869 465 8384 Fax: +1 869 465 8406 Tel: +1 758 452 2595 Fax: +1 758 453 2799
SAINT VINCENT & GRENADINES St. Vincent and the Grenadines Coast Guard Coast Guard Base Calliaqua P.O. Box 835 St. Vincent	Tel: +1 784 457 4578/4554 Fax: +1 784 457 4586 Radio Call Sign Radio Call Sign: J8B Radio frequencies: 7850 KHz CH16 Marine VHF
SAMOA (WESTERN) Police Department* Apia	Tel: +685 22 222 (24 hrs)
SAUDI ARABIA Jeddah Port Management* P.O. Box Jeddah Islamic Port Jeddah	Tel: +966 2 643 2222 +966 2 642 1222 Tlx: 401175 PORTS SJ 401594 PORTS SJ

Country	Contact
Jubail Port Management* P.O. Box 276 Jubail	Tel: +966 3 361 0600 Tlx: 631005 JUBPT SJ
Yanbu Port Management* P.O. Box Yanbu Port Yanbu	Tel: +966 4 322 1163 Tlx: 461005 PORTS SJ Notification should be made to the nearest Port Authority. Alternatively, spills can be reported to the nearest Coast Guard Station.
SENEGAL Centre Coordination des Opérations* National Senegalese Navy	Tel: +221 822 2104 +221 821 7140
Port Autonome de Dakar* 21 Boulevarde de la Libération P.O. Box 3195 Dakar	Tel: +221 823 4545 +221 822 2970 +221 822 4545 Fax: +221 821 3606 Tlx: 21404
SEYCHELLES Seychelles Coast Guard PO Box 257 Victoria Mahé Harbour Master Ministry of Environment and Transport Port and Marine Services Division PO Box 47 Victoria Mahé	Tel: +248 224411 (24 hrs) Fax: +248 323288 (24 hrs) primary +248 224665 (24 hrs) secondary Languages understood: ENGLISH/FRENCH E-Mail seycoast@seychelles.net Tel: +248 224701 (24 hrs) Fax: +248 224004 Languages understood: ENGLISH/FRENCH E-Mail ports@seychelles.net *Contact may also be made to the coastal radio station:* Tel: +248 375 733 Fax: +248 376 291 Tlx: 22263 Radio Call Sign Radio telephone: 2182 Khz Radio telegraph: 500 Khz VHF: ch 16 Languages understood: ENGLISH/FRENCH E-Mail georgesd'offay@cws.cwplc.com
SIERRA LEONE Sierra Leone Ports Authority* P.O. Box 386 Freetown	Tel: +232 22 50 652
SINGAPORE Port Master Maritime and Port Authority of Singapore 7B Keppel Road 19th storey, Tanjon g Pagar Complex Singapore 089055	Tel: +65 63252488 +65 63252489 Fax: +65 63252484 Tlx: RS 34970 RS 20021 Radio Call Sign VHF Ch 7, 16 DI: Singapore Port Operations Control Centre The Singapore port radio station can also be contacted in the normal working frequencies. Languages understood: ENGLISH

Country	Contact
	Contact may also be made to our coastal radio station: Singapore Radio 380 Yio Chu Kang Road Singapore 805942 Tel: +65 480 0325 Fax: +65 481 8050 Tlx: RS 212 28 MARTEL RS 348 42 MARTEL Radio Call Sign 9VG VHF Ch 23
SLOVENIA The Slovenian Maritime Directorate Ukmarjev trg 2 6000 Koper	Tel: +386 5 66 32 106 Fax: +386 5 66 32 110 Tlx: 34 235 UP POM SI Radio Call Sign VHF: ch 12, 16 Languages understood: ENGLISH/ITALIAN E-Mail URSP.BOX@gov.si
SOLOMON ISLANDS The Director Environment and Conservation Division Ministry of Forests Environment and Conservation P.O. Box G24 Honiara	Tel: +677 25848 Fax: +677 21245
SOUTH AFRICA Chief Executive Officer South African Maritime Safety Authority (SAMSA) PO Box 13186 Hatfield Pretoria 0028	Tel: +27 12 342 3049 Fax: +27 12 342 3160 E-Mail samsa@iafrica.com
Department of Environmental Affairs and Tourism (DEAT) Marine Aquatic Pollution Control Private Bag X2 Rogge Bay 8012	Tel: +27 21 4023911 +27 21 4023338/42/44 +27 82 5576612 (emergency cell phone) Fax: +27 21 215342 Tlx: 520796 ENOM SA *Spills can also be reported to local radio stations:* Cape Town Radio Tel: +27 21 551 0700 Fax: +27 21 551 3760 Tlx: 5116 Port Elizabeth Radio Tel: +27 41 379 1011 +27 41 731 016 Fax: +27 41 368 3615 Durban Radio Tel: +27 31 705 6156 Fax: +27 31 705 5980 Tlx: 6116
SPAIN Centro Nacional de Coordinacion de Salvamento (CNCS) c/ Fruela 3 28011 Madrid	Tel: +34 917 559 132 +34 917 559 133 Fax: +34 917 559 136 Languages understood: SPANISH/ENGLISH Email: cncs@sasemar.es

Country	Contact
Sociedad de Salvamento y Seguridad Maritime (SASEMAR) Servicios Centrales c/ Fruela 3 28011 Madrid	Tel: +34 917 559 100 Fax: +34 917 559 109
SRI LANKA Sir Lankan Port Authority* 19 Church Street P.O. Box 595 Colombo	Tel: +94 1 421 201/231 Fax: +94 1 440 651 Tlx: 21805 PORTS CE
The Marine Pollution Prevention Authority (MPPA) Commassariate Street Colombo 1	Tel: +94 1 347480 Fax: +94 1 421079
Director of Merchant Shipping Merchant Shipping Division Bristol Paradise Building 43-89, 1st floor York Street Colombo 01	Tel: +94 1 441293/441294 Fax: +94 1 435160 E-Mail dmsmos@sltnet.lk
SUDAN Sudan Sea Ports Corporation* P.O. Box 531 Port Sudan Quays Port Sudan **SURINAME** Maritime Authority Suriname Cornelis Jongbawstraat 2 PO Box 888 Paramaribo	Tel: +249 2910/2258 (via operator) Tlx: 70012 RASMINA SD Tel: +597 47 67 69 / 47 67 33 Fax: +597 47 29 40 E-Mail info@mas.sr
SWEDEN Swedish Coast Guard Headquarters Stumholmen 371 23 Karlskrona	Tel: +46 455 353535 (24 hrs) +46 455 353400 (office hrs) Fax: +46 455 81275 Tlx: 43028 KBV SYD S Languages understood: ENGLISH E-Mail syd@coastguard.se
SYRIAN ARAB REPUBLIC General Directorate of Ports Ministry of Transport P.O. Box 505 Lattakia	Tel: +963 41 472 593/472 597 +963 41 471 577 +963 41 473 876/333 Fax: +963 41 475 805 Tlx: 451216 MWANI SY Languages understood: ENGLISH
TANZANIA (UNITED REPUBLIC OF) Tanzania Harbours Authority* Port Office P.O. Box 1300 Dar es Salaam **THAILAND** Marine Environment Section* Harbour Department 1278 Yotha Road, Talardnoi Samphanthawong District Bangkok 10100	Tel: +255 51 25 839/23 834 Fax: +255 51 46 925 Tlx: 41346 PORTREEVE Tel: +66 2 3941962 (Marine Police) +66 2 233 7163 +66 2 235 3087 +66 2 234 3832 Fax: +66 2 236 7248

Country	Contact
TOGO Port Autonome de Lomé Bôite Postale 1225 Lomé	Tel: +228 274 742/5 Fax: +228 272 627 Tlx: 5243 TGPORT TO
TONGA Harbour Master Nuku'alofa Harbour Authority P.O. Box 144 Queen Salote Wharf Nuku'alofa	Tel: +676 231 68/93 Fax: +676 237 33 Tlx: 66235 MINOFA TS
TRINIDAD AND TOBAGO Director of Maritime Services Maritime Services Division Ministry of Works and Transport 48-50 Sackville Street Port of Spain Ministry of Energy and Energy Industries Level 8, Riverside Plaza Besson Street Port of Spain	Tel: +1 868 625 3858/7004/3804 Fax: +1 868 624 5884 Radio Call Sign North Post Radio Stn. Call sign NYL Position N6 Languages understood: ENGLISH/SPANISH/FRENCH E-Mail msdmowt@tstt.net.tt Tel: + 1 868 623 6708/2200 (Ministry of Energy) + 1 868 634 4235/4439/ 4440/2131 (Coast Guard) Fax: + 1 868 623 2726 + 1 868 637 2678 (After hrs) Tlx: 2254912232 1
Ministry of Foreign Affairs Knowsley Building Queen's Park West Port of Spain	Tel: +1 868 623 4116/20 Fax: +1 868 627 0571 Tlx: 22549/22321
TUNISIA Direction Générale de la Marine Marchande Ministère du Transport 24 Avenue de la République 1001 Tunis	Tel: +216 1 259 117 +216 1 650 444 Fax: +216 1 354 244 Tlx: 15131 MARMAR TN
TURKEY Prime Ministry-Undersecretariat for Maritime Affairs Gazi Mustafa Kemal Bulvari No. 128 06572 Maltepe Ankara Ministry of Environment Eskisehir Yolu 8 km 06100 Ankara	Tel: +90 312 231 9105 +90 312 232 4783 (24 hrs) Fax: +90 312 232 0823 Tlx: 44144 Languages understood: ENGLISH E-Mail bbdmdugm@isnet.net.tr Tel: +90 312 287 9963 (15 lines) +90 312 285 1040 Fax: +90 312 285 5875 Languages understood: ENGLISH E-Mail www.cevre.gov.tr
Turkish Coast Guard Ministry of Interior Karanfil Sokak No. 64 06150 Bakanhklar Ankara	Tel: +90 312 417 5050 (24 hrs) Fax: +90 312 425 3337 (24hrs) (SAR Operation Room +90 312 417 2845 (24hrs) INFO Centre Tlx: 46201 SGKA TR (24 hrs) Languages understood: ENGLISH E-Mail ihbar@sgk.tsk.mil.tr

Country	Contact
Chief of Operations Staff Officer Director of Search and Rescue Department	Tel: +90 312 417 0582 +90 312 425 3337 The Ministry of Environment is responsible for the co-ordination of all issues related to pollution, while the Prime Ministry Undersecretariat for Maritime Affairs and the Turkish Coast Guard are responsible for operational aspects of oil pollution prevention and response.
UKRAINE State Inspectorate for Protection of the Black Sea* 30, R. Luksemburg Str. Odessa 27001	Tel: +380 482 251 447 +380 482 253 363 Fax: +380 482 251 416
UNITED ARAB EMIRATES Frontier and Coast Guard Service* PO Box 2432 Abu Dhabi *Spills should be reported to the nearest Port Authority:* Dubai Ports Authority* Port Rashid Dubai	 Tel: +971 2 6731900 Fax: +971 2 6730010/ 6730325 Tel: +971 4 3451115 +971 4 3452928 Fax: +971 4 3454952 +971 4 3456805 Tlx: 47530 DPA EM
Dubai Ports Authority* Jebel Ali Port Dubai	Tel: +971 4 8835251 +971 4 8815000 (Switchboard) Fax: +971 4 8835430 Tlx: 47398 DPA EM
Fujairah Ports Authority Fujairah	Tel: +971 9 2228844 +971 9 2228877 +971 9 2228777 mb:050 6497788/4846778 Fax: +971 9 2228022 +971 9 2228811 Tlx: 89085 FPORT EM E-Mail fujport3@emirates.net.ae
Mina Zayed Seaport Authority* Abu Dhabi	Tel: +971 2 6731892 Fax: +971 2 6730090 Tlx: 22890 PORTCO EM
Sharjah Ports Authority* Khor Fakkan Sharjah	Tel: +971 6 5281666/7 Fax: +971 6 5281425 / 5281932 Tlx: 89023
UNITED KINGDOM Maritime and Coastguard Agency Counter Pollution Branch Bay 1/03 Spring Place 105 Commercial Road Southampton SO15 1EG	Tel: +44 23 80 329483 Emergency: 07000 405415 Fax: +44 23 80 329 446 +44 23 80 329 485 Tlx: 47655 MEOR G Alternatively, contact should be made with the nearest Coast Guard Station Languages understood: ENGLISH

Country	Contact
ANGUILLA Royal Anguilla Police Force* Marine Section Sandy Ground Police Stations and Marine Base Sandy Ground Anguilla	Tel: +1 264 497 5333/2333/2354 Fax: +1 264 497 3746 Tlx: 9320 ANGTOL LA
BERMUDA Rescue Co-ordination Centre* Bermuda Harbour Radio	Tel: +1441 2971010/0686 Fax: +1441 2971530 Tlx: 3208 RCC BA
BRITISH VIRGIN ISLANDS Ministry of Communications and Works* Marine Division Road Town Tortola	Tel: +1 284 494 2213/3701 Fax: +1 284 494 3878
British Virgin Islands Port Authority* Road Harbour Office Road Town Tortola	Tel: +1 284 494 3435
Royal Virgin Islands Police Force* Road Town Tortola Tortola Radio Road Town Tortola **CAYMAN ISLANDS** Cayman Islands Fire Service	Tel: +1 284 494 3873 Tel: +1 284 494 4116 Tel: +1 345 494 0077/2499/2276 (24 hrs) Marine VHF Radio Ch 16 Call sign "GRand Cayman Fire Control" Single side band radio 2182 kHz Call sign "Grand Cayman"
FALKLAND ISLANDS (MALVINAS) Marine Officer The Fisheries Department Stanley Falkland Islands (Malvinas)	Tel: +500 27260/27266* +500 21578/27222 (24 hrs)* Fax: +500 27265* Tlx: 2426* A dispute exists between the Governments of Argentina and the United Kingdom of Great Britain and Northern Ireland concerning sovereignty over the Falkland Islands (Malvinas).
GIBRALTAR The Captain of the Port Gibraltar Port Authority North Mole Gibraltar **ISLE OF MAN** Director of Harbours Harbours Division, Department of Transport Isle of Man Government Offices Sea Terminal Building Douglas, Isle of Man IMI 2RF British Isles	Tel: +350 77254/78134/77263 Fax: +350 77011/76750 Tel: +44 1624 686626 Fax: +44 1624 626403 *Other contacts:* Office in Charge, Coast Guard Tel: +44 1624 661664 Fax: +44 1624 626403 Douglas Harbour Control Tel: +44 1624 666628 Fax: +44 1624 626403

Country	Contact
MONTSERRAT Royal Montserrat Police Force* Police Headquarters Plymouth	Tel: +1 664 4912 555/6 Fax: +1 664 4918 013
Office of Disaster Preparedness* Office of the Chief Minister Church Road Plymouth	Tel: +1 664 4912 444
TURKS & CAICOS ISLANDS Ministry of Communications and Transportation* Government Offices Grand Turk Turks & Caicos Islands	Tel: +1 649 946 2857 Fax: +1 649 946 1120
UNITED STATES National Response Center Room 2611 2100 Second Street SW Washington, DC 20593	Tel: +1-800 424 8802 +1 202 267 2675 Fax: +1 202 267 4085/4065 +1 202 267 2165 (After hrs) Tlx: 892427 Languages understood: ENGLISH
PUERTO RICO US Coast Guard Marine Safety Office* P.O. Box 3666 San Juan Puerto Rico 00901-3666	Tel: +1 787 729 6800 Ext.308 Fax: +1 787 729 6648 Additionally, spills must be notified to the National Response Centre in Washington
GUAM	USCG MSO Guam* Tel: +1 671 339 4107/2001 Additionally, spills must be notified to the National Response Center in Washington
URUGUAY Prefectura Nacional Naval* Dirección Registral y de Marina Mercante Edificio de Aduana 1 piso Rbla 25 de Agosto de 1825 S/N CP 11.000 Montevideo	Tel: +598 2 915 7913 +598 2 916 4914 Fax: +598 2 915 7913 +598 2 916 4914 E-Mail delea@armada.gu.uy
VANUATU Commissioner of Maritime Affairs Vanuatu Maritime Authority Marine Quay Private Mailing 32 Port Vila	Tel: +678 23128 Fax: +678 22949 Languages understood: ENGLISH E-Mail vma@vanuatu.com.vu
VENEZUELA Ministerio de Transporte y Comunicaciones Dirección General Sectorial de Transporte Acuático Av. Lecuna, Torre Este piso 38 Parque Central Caracas	Tel: +58 2 509 2845/2811 Fax: +58 2 574 3021/9043 +58 2 509 2722 Tlx: MTC 22785/6
VIETNAM The Director Department of Science Technology and Environment of Baria-Vungtau Province 146 Ly Thuong Kiet Street Ward 1 Vungtau Street Vungtau City	Tel: +84 64 852484 Fax: +84 64 853557

Country	Contact
Vungtau Port Authority 2 Quang Trung Street Vungtau City	Tel: +84 64 856270 Fax: +84 64 856085
YEMEN Ministry of Oil and Mineral Resources* Sana'a	Tel: +967 1 204 592/207 039 Fax: +967 1 204 596 Tlx: 3153 YOMIN YE
ZAIRE Office National des Transports* Matadi	Tlx: 21017 ONATRA ZRA
ZIMBABWE Ministry of Health P.O. Box CY 1122 Causeway, Harare	Tel: +263 4 730011 Languages understood: ENGLISH

APPENDIX D

SHIP SPECIFIC INFORMATION AND SPILL VOLUME CALCULATIONS

1. A vessel diagram showing tank locations and capacities is provided for the following ship classes:

- T-AE 26 Class
- T-AE 26 (32 Series) Class
- T-AFS 1 Class
- T-AFS 6 Class
- T-AFS 8 Class
- T-AO 187 Class
- T-AO 201 Sub-Class
- T-AOE 6 Class
- T-AOT Class

2. Each vessel diagram is followed by a spill volume and response resource calculation sheet. The response resource calculation was performed in accordance with 33 CFR 155, Appendix B.

3. The T-AEs and T-AFSs can transfer part of their fuel to other ships and are therefore considered "vessels carrying oil as a secondary cargo."

T-AE 26 CLASS (32 SERIES)

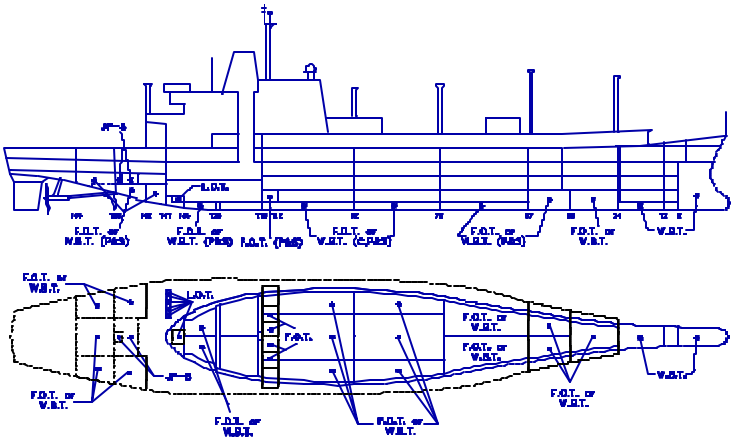
SHIP PARTICULARS

VESSEL CHARACTERISTICS

OFFICIAL NAME .....
USNS ..... T-AE _____
CALL SIGN..... _____
LENGTH (OA)..... 564'-0"
LENGTH (BP)..... 540'-0"
BREADTH (MLD) ..... 81'-0"
DEPTH (MLD) ..... 47'-9"
DISPLACEMENT LIGHT SHIP ..... 9,869 LTons
DISPLACEMENT FULL SHIP ..... 20,510 LTons

PLAN LOCATION

GENERAL ARRANGEMENT .....Chief Engineer's Office
MIDSHIP SECTION PLAN.....Chief Engineer's Office
CARGO & FUEL PIPING PLAN.....Chief Engineer's Office
STOWAGE PLAN.....Chief Engineer's Office
DAMAGE STABILITY DATA .....Chief Engineer's Office
SPILL RESPONSE EQUIPMENT
LOCATION..... Main Deck
MATERIAL SAFETY DATA SHEETS ..... Ship's Computer



COMPARTMENT	Frames	Barrels (95%)
FUEL OIL		
6-24-0 CL	24-36	2,177.1
6-36-1 S	36-47	1,354.8
6-36-2 P	36-47	1,431.0
6-47-1 S	47-69.5	1,076.9
6-47-2 P	47-69.5	1,026.2
6-70-0 CL	69.5-92	1,667.7
6-70-1 S	69.5-92	611.7
6-70-2 P	69.5-92	611.7
6-92-0 CL	92-116	1,827.8
6-92-1 S	92-116	714.9
6-92-2 P	92-116	714.9
5-112-1 S	112-116	238.0
5-112-2 P	112-116	238.0
5-112-4 P	112-116	190.5
6-128-1 S	128-136	216.5
6-128-2 P	128-136	233.4
5-146-1 S	146-154	969.2
5-146-2 P	146-154	969.2
5-154-1 S	154-164	718.1
5-154-2 P	154-164	718.1
4-154-0 CL	154-164	1,367.6
FUEL OIL TOTAL		19,073.3

COMPARTMENT	Frames	Barrels (95%)
JP-5 TANKS		
4-148-0 CL	148-154	666.8
4-153-0 CL	152-154	74.1
JP-5 TANKS TOTAL		740.9
LUBE OIL TANKS		
5-136-0 CL	136-139	21.8
3-140-2 P	140-141	18.3
3-140-4 P	140-141	18.3
3-140-6 P	140-141	14.3
3-140-8 P	140-141	14.3
3-140-10 P	140-141	14.3
3-140-12 P	140-141	14.3
LUBE OIL TANK TOTAL		115.6
CONTAMINATED FUEL OIL SETTLING TANK		
5-112-3 S	112-116	190.5
CONTAMINATED OIL SETTLING TANK TOTAL		190.5

COMPARTMENT
POTABLE WATER TANKS
5-112-5 S
5-112-6 P
5-141-1 S
5-141-2 P
POTABLE WATER T
RESERVE FEED WATER TAN
6-117-1 S
6-117-2 P
RESERVE FEED WA
SEA WATER BALLAST TANK
6-D-0 CL
6-12-0 CL
RESERVE FEED WA

RESPONSE RESOURCE CALCULATION

T-AE 26 CLASS (32 Series) 581.25 LOA (FT)

Worst Case Discharge Planning Volumes

OPA GROUP 1 Emulsification Factor 1.0

Base Volume **5,711** Barrels

Recovery Planning Volumes (Barrels)

Geographic Area:	On Water Recovery	Shoreline Removal		On W Resour (Barrel
				Tier 1*
Rivers/Canals	571	571	Required	171
			Contracted	1,500
			Additional Identified	0
				Tier 1*
Nearshore/Inland	1,142	571	Required	171
			Contract Cap	10,000
			Additional Identified	0
				Tier 1*
Offshore	286	No planning required	Required	29
			Contract Cap	10,000
			Additional Identified	0
				Tier 1*
Open Ocean	100% Natural Dissipation	No planning required	Required	0
			Contract Cap	10,000
			Additional Identified	0

*Resources identified for Tier 1 must be mobilized and en route to the scene within 2 hours of notification.

Response Times:	Tier 1	Tier 2	Tier 3	
Higher Volume Port Area	12 Hrs	36 Hrs	60 Hrs	
Great Lakes	18 Hrs	42 Hrs	66 Hrs	
All Other	24 Hrs	48 Hrs	72 Hrs	
Open Ocean	24+ Hrs	48+ Hrs	72+ Hrs	(Plus travel time from shore at 5 knots)

RESPONSE RESOURCE CALCULATION

T-AE 26 CLASS (32 Series)

Average Most Probable Discharge Planning Calculation
(A discharge of 50 barrels during oil transfer operations)

Planning Volume **50** Barrels

Required Resources	Time	Required Amount
Boom	1 hour	Length of boom equal to 2X the length of the largest vessel involved in t 1162.5 feet minimum for this vessel.
Recovery Devices	2 hours	50 barrels pumping capacity
Storage Capacity	2 hours	100 barrels storage capacity (2X the recovery capacity)

*These vessels carry oil as a secondary cargo and fall under the response planning guidelines of 33 CFR 10 vessels in this class can transfer part of their fuel as cargo, 25% of the total fuel capacity was added to the t to determine the base volume.

Product Type: **Diesel Fuel Marine** (S.G. .8448, A.P.I. 36.0). This product has the highest distillation points of the products carried by the vessel. The vessels may also carry Unleaded Gasoline, JP-4, JP-5 and JP-8.

T-AE 26 CLASS

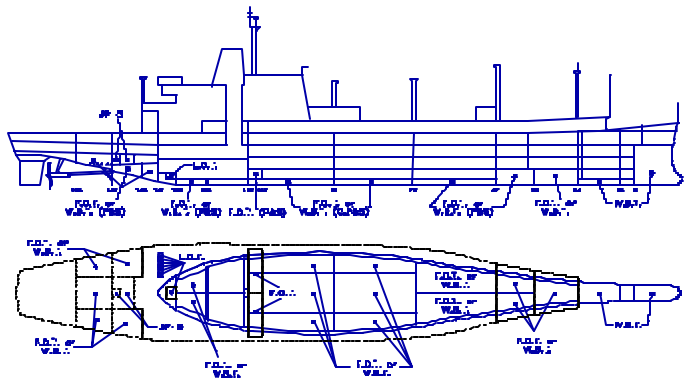
SHIP PARTICULARS

VESSEL CHARACTERISTICS

OFFICIAL NAME _____
USNS ..... T-AE_____
CALL SIGN..... _____
LENGTH (OA).....564'-0"
LENGTH (BP).....540'-0"
BREADTH (MLD) .....81'-0"
DEPTH (MLD).....47'-9"
DISPLACEMENT LIGHT SHIP ..... 9,869 LTons
DISPLACEMENT FULL SHIP ..... 20,510 LTons

PLAN LOCATION

GENERAL ARRANGEMENT .....Chief Engineer's Office
MIDSHIP SECTION PLAN.....Chief Engineer's Office
CARGO & FUEL PIPING PLAN.....Chief Engineer's Office
STOWAGE PLAN.....Chief Engineer's Office
DAMAGE STABILITY DATA .....Chief Engineer's Office
SPILL RESPONSE EQUIPMENT LOCATION..... Main Deck
MATERIAL SAFETY DATA SHEETS .....Ship's Computer



COMPARTMENT	Frames	Barrels (95%)
FUEL OIL		
6-24-0 CL	24-36	2,177.1
6-36-1 S	36-47	1,354.8
6-36-2 P	36-47	1,431.0
6-47-1 S	47-69.5	1,076.9
6-47-2 P	47-69.5	1,026.2
6-70-0 CL	69.5-92	1,667.7
6-70-1 S	69.5-92	611.7
6-70-2 P	69.5-92	611.7
6-92-0 CL	92-116	1,827.8
6-92-1 S	92-116	714.9
6-92-2 P	92-116	714.9
5-112-1 S	112-116	731.5
5-112-2 P	112-116	731.5
6-128-1 S	128-136	228.0
6-128-2 P	128-136	233.4
5-146-1 S	146-154	969.2
5-146-2 P	146-154	969.2
5-154-1 S	154-164	718.1
5-154-2 P	154-164	718.1
4-154-0 CL	154-164	1,367.6
FUEL OIL TOTAL		19,881.3

COMPARTMENT	Frames	Barrels (95%)
JP-5 TANKS		
4-148-0 CL	148-154	666.8
4-153-0 CL	152-154	74.1
JP-5 TANKS TOTAL		740.9
LUBE OIL TANKS		
5-136-0 CL	136-139	21.8
3-140-2 P	140-141	18.3
3-140-4 P	140-141	18.3
3-140-6 P	140-141	14.3
3-140-8 P	140-141	14.3
3-140-10 P	140-141	14.3
3-140-12 P	140-141	14.3
LUBE OIL T ANK TOTAL		115.6

COMPARTMENT
POTABLE WATER TANKS
1-30-1 S
1-30-1 P
POTABLE WATE
RESERVE FEED WATER TA
6-117-1 S
6-117-2 P
RESERVE FEED W
EMERGENCY FEED WATER
5-141-1 S
5-141-2 P
EMERGENCY FEE
SEA WATER BALLAST TAN
6-D-0 CL
6-12-0 CL
RESERVE FEED W

RESPONSE RESOURCE CALCULATION

T-AE 26 CLASS LOA (FT) 581.25

Worst Case Discharge Planning Volumes
OPA GROUP 1 Emulsification Factor 1.0

~~Base Volume~~ **~~5,711~~** ~~Barrels~~

Recovery Planning Volumes (Barrels)

Geographic Area:	On Water Recovery	Shoreline Removal		Tier 1*	On W Resour (Barrel
Rivers/Canals	571	571	Required	171	
			Contracted	1,500	
			Additional Identified	0	
Nearshore/Inland	1,142	571	Required	171	
			Contract Cap	10,000	
			Additional Identified	0	
Offshore	286	No planning required	Required	29	
			Contract Cap	10,000	
			Additional Identified	0	
Open Ocean	100% Natural Dissipation	No planning required	Required	0	
			Contract Cap	10,000	
			Additional Identified	0	

*Resources identified for Tier 1 must be mobilized and en route to the scene within 2 hours of notification.

Response Times:	Tier 1	Tier 2	Tier 3	
Higher Volume Port Area	12 Hrs	36 Hrs	60 Hrs	
Great Lakes	18 Hrs	42 Hrs	66 Hrs	
All Other	24 Hrs	48 Hrs	72 Hrs	
Open Ocean	24+ Hrs	48+ Hrs	72+ Hrs	(Plus travel time from shore at 5 knots)

T-AE 26 CLASS

RESPONSE RESOURCE CALCULATION

T-AE 26 CLASS

Average Most Probable Discharge Planning Calculation
(A discharge of 50 barrels during oil transfer operations)

Planning Volume **50** Barrels

Required Resources	Time	Required Amount
Boom	1 hour	Length of boom equal to 2X the length of the largest vessel involved in t 1162.5 feet minimum for this vessel.
Recovery Devices	2 hours	50 barrels pumping capacity
Storage Capacity	2 hours	100 barrels storage capacity (2X the recovery capacity)

*These vessels carry oil as a secondary cargo and fall under the response planning guidelines of 33 CFR 10 vessels in this class can transfer part of their fuel as cargo, 25% of the total fuel capacity was added to the t to determine the base volume.

Product Type: **Diesel Fuel Marine** (S.G. .8448, A.P.I. 36.0). This product has the highest distillation points of the products carried by the vessel. The vessels may also carry Unleaded Gasoline, JP-4, JP-5 and JP-8.

T-AFS 1 CLASS

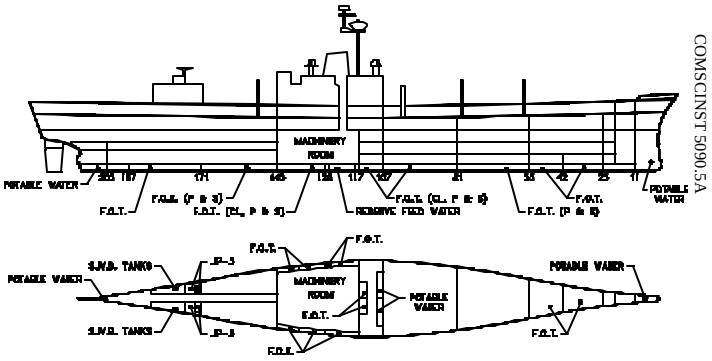
SHIP PARTICULARS

VESSEL CHARACTERISTICS

OFFICIAL NAME .....
USNS .....T-AFS
CALL SIGN.....
LENGTH (OA).....581'
LENGTH (BP).....530'
BREADTH (MLD) .....
DEPTH (MLD) .....45'-1
DISPLACEMENT LIGHT SHIP .....9184.4 LTo
DISPLACEMENT FULL SHIP .....19048.0 LTo
SUMMER DRAFT .....15'

PLAN LOCATION

GENERAL ARRANGEMENT .....Chief Engineer's Offi
MIDSHIP SECTION P LAN .....Chief Engineer's Offi
CARGO & FUEL PIPING PLAN.....Chief Engineer's Offi
STOWAGE PLAN .....Chief Engineer's Offi
DAMAGE STABILITY DATA .....Chief Engineer's Offi
SPILL RESPONSE EQUIPMENT LOCATION.....Main De
MATERIAL SAFETY DATA SHEETS.....Ship's Computer



COMPARTMENT	Frames	Barrels (95%
FUEL OIL		
6-25-0 CL	25-42	1,908.2
6-42-0 CL	42-55	2,510.2
6-55-1 S	55-81	861.6
6-55-2 P	55-81	872.1
6-81-0 CL	81-107	1,255.8
6-81-1 S	81-107	709.0
6-81-2 P	81-107	709.0
6-107-0 CL	107-116	443.7
6-107-1 S	107-116	302.1
6-107-2 P	107-116	302.1
5-113-1 S	113-116	379.3
5-113-2 P	113-116	379.3
6-116-5 S	116-128	633.5
6-116-6 P	116-126	526.6
6-128-1 S	128-145	430.0
6-128-2 P	128-145	401.0
6-128-3 S	128-137	506.1
6-128-4 P	128-137	506.1
6-137-0 CL	137-145	374.2
6-137-1 S	137-145	470.0
6-137-2 P	137-145	472.5
6-145-1 S	145-171	850.5
6-145-2 P	145-171	850.5
6-171-0 CL	171-197	682.7
FUEL OIL TOTAL		17,336.1

COMPARTMENT	Frames	Barrels (95%)
JP-5 TANKS		
5-171-1 S	171-173	74.4
5-171-2 P	171-173	74.4
5-171-3 S	171-177	392.8
5-171-4 P	171-175	365.4
JP-5 TANKS TOTAL		907.0
LUBE OIL TANKS		
3-144-2 P	144-145	28.7
3-144-4 P	144-145	21.5
3-144-6 P	144-145	25.5
LUBE OIL TANK TOTAL		75.7
CONTAMINATED OIL SETTLING TANK		
6-126-4 F	126-1281	05.7
CONTAMINATED OIL SETTLING TANK TOTAL		105.7
OILY WASTE HOLDING TANK		
6-128-0 F	128-133	207.6
OILY WASTE HOLDING TANK TOTAL		207.6
WASTE OIL TANK		
6-133-0 F	133-137	212.4
WASTE OIL TANK TOTAL		212.4

COMPARTMENT
POTABLE WATER TANKS
6-0-0 CL
5-107-1 S
5-107-2 P
6-205-0 CL
POTABLE W
RESERVE FEED WATER TA
6-117-1 S
6-117-2 P
RESERVE F
SEA WATER BALLAST TAI
5-177-1 W
5-177-2 W
SEA WATER
ROLL STABALIZATION TAI
2-116-0 W
ROLL STAE

RESPONSE RESOURCE CALCULATION

T-AFS 1 CLASS LOA (FT) 581.25

Worst Case Discharge Planning Volumes

OPA GROUP 1 Emulsification Factor 1.0

Base Volume **5,241** Barrels

Recovery Planning Volumes (Barrels)

Geographic Area:	On Water Recovery	Shoreline Removal		Tier 1*	On W Resour (Barrel
Rivers/Canals	524	524	Required	157	
			Contracted	1,500	
			Additional Identified	0	
Nearshore/Inland	1,048	524	Required	157	
			Contract Cap	10,000	
			Additional Identified	0	
Offshore	262	No planning required	Required	26	
			Contract Cap	10,000	
			Additional Identified	0	
Open Ocean	100% Natural Dissipation	No planning required	Required	0	
			Contract Cap	10,000	
			Additional Identified		

*Resources identified for Tier 1 must be mobilized and en route to the scene within 2 hours of notification.

Response Times:	**Tier 1**	**Tier 2**	**Tier 3**	
Higher Volume Port Area	12 Hrs	36 Hrs	60 Hrs	
Great Lakes	18 Hrs	42 Hrs	66 Hrs	
All Other	24 Hrs	48 Hrs	72 Hrs	
Open Ocean	24+ Hrs	48+ Hrs	72+ Hrs	(Plus travel time from shore at 5 knots)

T-AFS 1 CLASS

RESPONSE RESOURCE CALCULATION

T-AFS 1 CLASS

Average Most Probable Discharge Planning Calculation
(A discharge of 50 barrels during oil transfer operations)

Planning Volume **50** Barrels

Required Resources	Time	Required Amount
Boom	1 hour	Length of boom equal to 2X the length of the largest vessel involved in t 1162.5 feet minimum for this vessel.
Recovery Devices	2 hours	50 barrels pumping capacity
Storage Capacity	2 hours	100 barrels storage capacity (2X the recovery capacity)

*These vessels carry oil as a secondary cargo and fall under the response planning guidelines of 33 CFR 10 vessels in this class can transfer part of their fuel as cargo, 25% of the total fuel capacity was added to the t to determine the base volume.

Product Type: **Diesel Fuel Marine** (S.G. .8448, A.P.I. 36.0). This product has the highest distillation points of the products carried by the vessel. The vessels may also carry Unleaded Gasoline, JP-4, JP-5 and JP-8.

T-AFS 6 CLASS

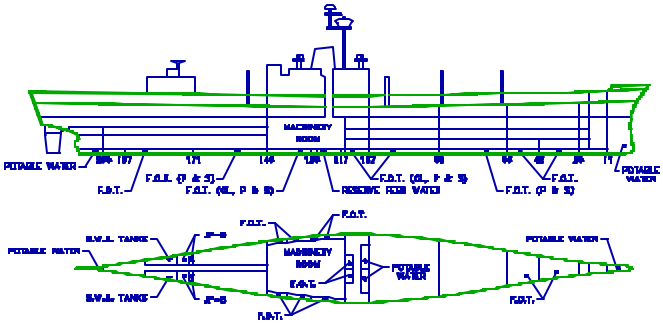
SHIP PARTICULARS

VESSEL CHARACTERISTICS

OFFICIAL NAME .....
USNS ..... T-AFS
CALL SIGN.....
LENGTH (OA)..... 581'-3"
LENGTH (BP)..... 530'-0"
BREADTH (MLD)..... 79
DEPTH (MLD) ..... 45'-10"
DISPLACEMENT LIGHT SHIP ..... 9359.2 Ltons
DISPLACEMENT FULL SHIP ..... 19048.O Ltons
SUMMER DRAFT ..... 15'-8"

PLAN LOCATION

GENERAL ARRANGEMENT ..... Chief Engineer's Office
MIDSHIP SECTION PLAN ..... Chief Engineer's Office
CARGO & FUEL PIPING PLAN..... Chief Engineer's Office
STOWAGE PLAN ..... Chief Engineer's Office
DAMAGE STABILITY DATA ..... Chief Engineer's Office
SPILL RESPONSE EQUIPMENT LOCATION..... Main Deck
MATERIAL SAFETY DATA SHEETS..... Ship's Computer



COMPARTMENT	Frames	Barrels (95%)
FUEL OIL		
6-25-0 CL	25-42	1,908.4
6-42-0 CL	42-55	2,510.4
6-55-1 S	55-81	861.8
6-55-2 P	55-81	872.6
6-81-0 CL	81-107	1,256.0
6-81-1 S	81-107	709.3
6-81-2 P	81-107	709.3
6-107-0 CL	107-116	444.0
6-107-1 S	107-116	302.1
6-107-2 P	107-116	302.1
5-113-1 S	113-116	379.5
5-113-2 P	113-116	379.5
6-116-5 S	116-128	633.3
6-116-6 P	116-126	526.7
6-128-1 S	128-145	430.2
6-128-2 P	128-145	401.0
6-128-3 S	128-137	506.0
6-128-4 P	128-137	506.0
6-137-0 CL	137-145	374.2
6-137-1 S	137-145	470.0
6-137-2 P	137-145	472.3
6-145-1 S	145-171	850.3
6-145-2 P	145-171	850.3
6-171-0 CL	171-197	683.2
FUEL OIL TOTAL		17,338.5

COMPARTMENT	Frames	Barrels (95%)
JP-5 TANKS		
5-171-1 S	171-173	74.6
5-171-2 P	171-173	74.6
5-171-3 S	171-177	392.8
5-171-4 P	171-175	365.3
JP-5 TANKS TOTAL		907.3
LUBE OIL TANKS		
3-144-2 P	144-145	28.4
3-144-4 P	144-145	21.5
3-144-6 P	144-145	25.7
LUBE OIL TANK TOTAL		75.6
CONTAMINATED OIL SETTLING TANK		
6-126-4 F	126-128	105.7
CONTAMINATED OIL SETTLING TANK TOTAL		105.7
OILY WASTE HOLDING TANK		
6-128-0 F	128-133	207.6
OILY WASTE HOLDING TANK TOTAL		207.6
WASTE OIL TANK		
6-133-0 F	133-137	212.4
WASTE OIL TANK TOTAL		212.4

COMPARTMENT
POTABLE WATER TANKS
6-0-0 CL
5-107-1 S
5-107-2 P
6-205-0 CL
POTABLE WATE
RESERVE FEED WATER TA
6-117-1 S
6-117-2 P
RESERVE FEED WAT
SEA WATER BALLAST TAI
5-177-1 W
5-177-2 W
SEA WATER BA
ROLL STABALIZATION TAI
2-116-0 W
ROLL STABALIZATIOI

RESPONSE RESOURCE CALCULATION

T-AFS 6 CLASS LOA (FT) 581.25

Worst Case Discharge Planning Volumes
OPA GROUP 1 Emulsification Factor 1.0

~~Base Volume~~ **~~5,241~~** ~~Barrels~~

Recovery Planning Volumes (Barrels)

Geographic Area:	On Water Recovery	Shoreline Removal		Tier 1*	On W Resour (Barrel
Rivers/Canals	524	524	Required	157	
			Contracted	1,500	
			Additional Identified	0	
Nearshore/Inland	1,048	524	Required	157	
			Contract Cap	10,000	
			Additional Identified	0	
Offshore	262	No planning required	Required	26	
			Contract Cap	10,000	
			Additional Identified	0	
Open Ocean	100% Natural Dissipation	No planning required	Required	0	
			Contract Cap	10,000	
			Additional Identified	0	

*Resources identified for Tier 1 must be mobilized and en route to the scene within 2 hours of notification.

Response Times:	**Tier 1**	**Tier 2**	**Tier 3**	
Higher Volume Port Area	12 Hrs	36 Hrs	60 Hrs	
Great Lakes	18 Hrs	42 Hrs	66 Hrs	
All Other	24 Hrs	48 Hrs	72 Hrs	
Open Ocean	24+ Hrs	48+ Hrs	72+ Hrs	(Plus travel time from shore at 5 knots)

T-AFS 6 CLASS

RESPONSE RESOURCE CALCULATION

T-AFS 6 CLASS

Average Most Probable Discharge Planning Calculation
(A discharge of 50 barrels during oil transfer operations)

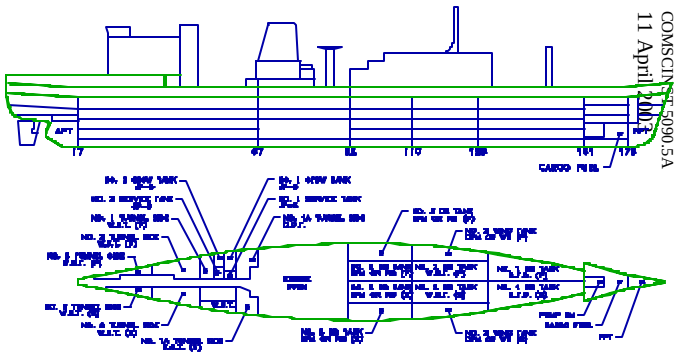
Planning Volume **50** Barrels

Required Resources	Time	Required Amount
Boom	1 hour	Length of boom equal to 2X the length of the largest vessel involved in t 1162.5 feet minimum for this vessel.
Recovery Devices	2 hours	50 barrels pumping capacity
Storage Capacity	2 hours	100 barrels storage capacity (2X the recovery capacity)

*These vessels carry oil as a secondary cargo and fall under the response planning guidelines of 33 CFR 10 vessels in this class can transfer part of their fuel as cargo, 25% of the total fuel capacity was added to the t to determine the base volume.

Product Type: **Diesel Fuel Marine** (S.G. .8448, A.P.I. 36.0). This product has the highest distillation points of the products carried by the vessel. The vessels may also carry Unleaded Gasoline, JP-4, JP-5 and JP-8.

T-AFS 8 CLASS



SHIP PARTICULARS

VESSEL CHARACTERISTICS

OFFICIAL NAME	
USNS	T-AFS
CALL SIGN	
LENGTH (OA)	524'
LENGTH (BP)	490'
BREADTH (MLD)	72'
DEPTH (MLD)	44'-6"
DISPLACEMENT LIGHT SHIP	10,205 Tons
DISPLACEMENT FULL SHIP	16,680 Tons
SUMMER DRAFT	26'-6.75"
CARGO FUEL OIL PUMPS DFM	42.3 ft^3/LTON
CARGO FUEL OIL PUMPS JP-5	44.1 ft^3/LTON

PLAN LOCATION

GENERAL ARRANGEMENT	Chief Engineer's Office
MIDSHIP SECTION PLAN	Chief Engineer's Office
CARGO & FUEL PIPING PLAN	Chief Engineer's Office
STOWAGE PLAN	Chief Engineer's Office
DAMAGE STABILITY DATA	Chief Engineer's Office
SPILL RESPONSE EQUIPMENT LOCATION	Main Deck
MATERIAL SAFETY DATA SHEETS	Ship's Computer

COMPARTMENT	Frames	Barrels (98%)
CARGO OIL TANKS		
CARGO FUEL		
Fwd Deep	161-176	1,197.9
No. 1 DB (P)	131-161	1,082.3
No. 1 DB (S)	131-161	1,107.5
TOTAL CARGO FUEL		**3,387.7**
JP-5		
JP-5 Tk No. 1	58-61	424.2
No. 1 Service Tk	58-61	117.8
JP-5 Tk No. 2	55-58	455.6
No. 2 Service Tk	55-57	78.5
TOTAL JP-5		**1,076.1**
TOTAL CARGO		**4,463.8**

COMPARTMENT	Frames	Barrels (98%)
FUEL OIL TANKS - F.O.T.		
No. 2 DB Wing (P)&(S)	110-131	1,177.3
No. 3 DB Ctr (P)	91-110	919.2
No. 3 DB Ctr (S)	91-110	911.6
No. 3 DB Wing (P)&(S)	91-110	1,423.9
No. 4 DB Wing (P)&(S)	81-91	791.1
No. 4 DB Ctr (P)&(S)	81-91	647.9
Settling Tks	73-75	67.8
Settling Tks	67.5-73	195.9
Service Tks	67.5-73	369.2
No. 5 DB Ctr (P)	67-81	896.6
No. 5 DB Wing (P)&(S)	67-81	987.0
No. 1A Tun Side (P)	61-67	723.3
No. 1A Tun Side (S)	61-67	663.0
FUEL OIL TANK TOTAL		9,773.8
LUBE OIL TANKS - L.O.T.		
Cyl. Lube Oil (P)	69-71	99.5
Alt. Lube Oil (S)	69-71	99.5
Clean Lube Oil (S)	67-69.5	121.9
Dirty Lube Oil (P)	67-69.5	134.6
LUBE OIL TANK TOTAL		455.5

COMPARTMENT
SALT WATER BALLAS
Fore Peak
No. 1 Tnl Side (P)
No. 1 Tnl Side (S)
Aft Peak
SALT WATE
FRESH WATER TANKS
Feed Wtr Store (C)
No. 2 Tun Side (P)
No. 2 Tun Side (S)
No. 3 Tun Side (S)
No. 3 Tun Side (P)
FRESH WATI

RESPONSE RESOURCE CALCULATION

T-AFS 8 CLASS LOA (FT) 524

Worst Case Discharge Planning Volumes

OPA GROUP 1 Emulsification Factor 1.0

~~Base Volume~~ **~~6,907~~** ~~Barrels~~

Recovery Planning Volumes (Barrels)

Geographic Area:	On Water Recovery	Shoreline Removal		Tier 1*	On W Resour (Barrel
Rivers/Canals	691	691	Required	207	
			Contracted	1,500	
			Additional Identified	0	
Nearshore/Inland	1,381	691	Required	207	
			Contract Cap	10,000	
			Additional Identified	0	
Offshore	345	No planning required	Required	35	
			Contract Cap	10,000	
			Additional Identified	0	
Open Ocean	100% Natural Dissipation	No planning required	Required	0	
			Contract Cap	10,000	
			Additional Identified	0	

*Resources identified for Tier 1 must be mobilized and en route to the scene within 2 hours of notification.

Response Times:	Tier 1	Tier 2	Tier 3	
Higher Volume Port Area	12 Hrs	36 Hrs	60 Hrs	
Great Lakes	18 Hrs	42 Hrs	66 Hrs	
All Other	24 Hrs	48 Hrs	72 Hrs	
Open Ocean	24+ Hrs	48+ Hrs	72+ Hrs	(Plus travel time from shore at 5 knots)

T-AFS 8 CLASS

RESPONSE RESOURCE CALCULATION

T-AFS 8 CLASS

Average Most Probable Discharge Planning Calculation
(A discharge of 50 barrels during oil transfer operations)

Planning Volume **50** Barrels

Required Resources	Time	Required Amount
Boom	1 hour	Length of boom equal to 2X the length of the largest vessel involved in th 1048 feet minimum for this vessel.
Recovery Devices	2 hours	50 barrels pumping capacity
Storage Capacity	2 hours	100 barrels storage capacity (2X the recovery capacity)

*These vessels carry oil as a secondary cargo and fall under the response planning guidelines of 33 CFR 10 vessels in this class can transfer part of their fuel as cargo, 25% of the total fuel capacity was added to the t to determine the base volume.

Product Type: **Diesel Fuel Marine** (S.G. .8448, A.P.I. 36.0). This product has the highest distillation points of the products carried by the vessel. The vessels may also carry Unleaded Gasoline, JP-4, JP-5 and JP-8.

T-AO 187 CLASS

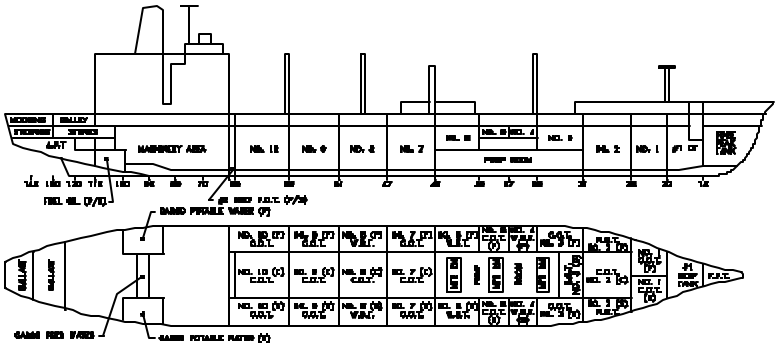
SHIP PARTICULARS

VESSEL CHARACTERISTICS

OFFICIAL NAME .....
USNS .....T-AO
CALL SIGN.....
LENGTH (OA).....677'-5'
LENGTH (BP).....650'-0'
BREADTH (MLD) .....97'-5'
DEPTH (MLD) .....50'-11'
DISPLACEMENT LIGHT SHIP ..... 40,000 Tons
DISPLACEMENT FULL SHIP ..... 180,000 Tons
SUMMER DRAFT .....35'-0'
CARGO FUEL OIL PUMPS DFM..... 5-3,000 GPM
CARGO FUEL OIL PUMPS JP-5..... 3-3,000 GPM

PLAN LOCATION

GENERAL ARRANGEMENT .....Chief Engineer's Office
MIDSHIP SECTION PLAN .....Chief Engineer's Office
CARGO & FUEL PIPING PLAN.....Chief Engineer's Office
STOWAGE PLAN .....Chief Engineer's Office
DAMAGE STABILITY DATA .....Chief Engineer's Office
SPILL RESPONSE EQUIPMENT LOCATION.... Main Deck
MATERIAL SAFETY DATA SHEETS.....Ship's Computer



COMPARTMENT	Frames	Barrels (100%)
CARGO OIL TANKS - C.O.T.		
NO. 1 (P)	22-26	6,355.5
NO. 1 (S)	22-26	6,355.5
NO. 2 (C)	26-31	21,248.5
NO. 3 (C)	31-33	7,933.5
NO. 3 (P)	31-35	6,541.7
NO. 3 (S)	31-35	6,541.7
NO. 5 (P)	37-39	4,241.6
NO. 5 (S)	37-39	4,241.6
NO. 7 (C)	43-47	15,867.1
NO. 7 (P)	43-47	8,976.4
NO. 7 (S)	43-47	8,976.4
NO. 8 (C)	47-51	15,867.1
NO. 9 (C)	51-55	15,867.1
NO. 9 (P)	51-55	8,896.4
NO. 9 (S)	51-55	8,896.4
NO. 10 (C)	55-59	13,487.1
NO. 10 (P)	55-60	8,463.3
NO. 10 (S)	55-60	8,463.3
CARGO OIL TANK TOTAL		**177,220.2**
FUEL OIL TANKS - F.O.T.		
SETTLING	33-37	3,997.3
SETTLING	40-43	4,848.3
SETTLING	60-64	1,047.7

COMPARTMENT	Frames	Barrels (100%)
FUEL OIL TANKS - F.O.T.		
CONTAMINATED	36-40	894.2
CONTAMINATED	36-40	1,009.2
LUBE OIL TANK	59-60	595.2
NO. 2 DEEP (P)	59-60	1,681.0
NO. 2 DEEP (S)	59-60	1,681.0
AUX. SERVICE TANK FWD	60-64	326.2
AUX. STORAGE TANK	60-68	1,357.7
AUX. SETTLING TANK	60-72	1,026.0
AUX. SERVICE TANK AFT	64-72	367.7
NO. 3 DEEP (P)	96-106	3,337.0
NO. 3 DEEP (S)	96-106	3,337.0
FUEL OIL TANK TOTAL		**25,505.5**
LUBE OIL TANKS - L.O.T.		
MAIN ENGINE SUMP (P)	66-79	139.8
MAIN ENGINE SUMP (S)	66-79	139.8
REDUCTION GEAR SETTLING TANK	68-70	118.4
CRP SETTLING TANK	70-72	118.4
DIESEL GENERATOR STORAGE TANK	72-74	118.4
DIESEL GENERATOR SETTLING TANK	74-76	118.4
MAIN ENGINE SETTLING TANK	76-81	296.0
MAIN ENGINE STORAGE TANK	81-86	296.0
LUBE OIL TANK TOTAL		**1,345.2**

COMPARTMENT
WATER BALLAST TANKS
FORE PEAK
NO. 1 DEEP TANK
NO. 2 BALLAST TANK (P)
NO. 2 BALLAST TANK (S)
PUMP ROOM BALLAST TA
NO. 4 BALLAST TANK (P)
NO. 4 BALLAST TANK (S)
NO. 6 BALLAST TANK (P)
NO. 6 BALLAST TANK (S)
NO. 8 BALLAST TANK (P)
NO. 8 BALLAST TANK (S)
AFT BALLAST TANK
AFT PEAK
WATER BALLAS
FRESH WATER TANKS - F
POTABLE WATER FWD
POTABLE WATER AFT
RES. FEED WATER
CARGO POTABLE WATEF
CARGO POTABLE WATEF
CARGO FEED WATER (P)
CARGO FEED WATER (S)
FRESH WATER T

RESPONSE RESOURCE CALCULATION

T-AO 187 CLASS LOA (FT) 677.4

Worst Case Discharge Planning Volumes
OPA GROUP 1 Emulsification Factor 1.0

~~Base Volume~~ **~~177,220~~** ~~Barrels~~

Recovery Planning Volumes (Barrels)

Geographic Area:	On Water Recovery	Shoreline Removal		Tier 1*
Rivers/Canals	17,722	17,722	Required	5,317
			Contracted	1,500
			Additional Identified	3,817
Nearshore/Inland	35,444	17,722	Required	207
			Contract Cap	10,000
			Additional Identified	0
Offshore	8,861	No planning required	Required	35
			Contract Cap	10,000
			Additional Identified	0
Open Ocean	100% Natural Dissipation	No planning required	Required	0
			Contract Cap	10,000
			Additional Identified	0

On W
Resour
(Barrel

*Resources identified for Tier 1 must be mobilized and en route to the scene within 2 hours of notification.

Response Times:	Tier 1	Tier 2	Tier 3	
Higher Volume Port Area	12 Hrs	36 Hrs	60 Hrs	
Great Lakes	18 Hrs	42 Hrs	66 Hrs	
All Other	24 Hrs	48 Hrs	72 Hrs	
Open Ocean	24+ Hrs	48+ Hrs	72+ Hrs	(Plus travel time from shore at 5 knots)

T-AO 187 CLASS

RESPONSE RESOURCE CALCULATION

T-AO 187 CLASS

Average Most Probable Discharge Planning Calculation
(A discharge of 50 barrels during oil transfer operations)

Planning Volume **50** Barrels

Required Resources	Time	Required Amount
Boom	1 hour	Length of boom equal to 2X the length of the largest vessel involved in t 1354.8 feet minimum for this vessel.
Recovery Devices	2 hours	50 barrels pumping capacity
Storage Capacity	2 hours	100 barrels storage capacity (2X the recovery capacity)

Maximum Most Probable Discharge Planning Calculation
(A discharge of the lesser of: 10% of the vessel's cargo capacity or 2,500 barrels)

Planning Volume **2,500** Barrels

Required Resources

Recovery Capacity:	1,250 barrels per day (50% of the planning volume)
Storage Capacity:	2,500 barrels storage capacity (2X the recovery capacity)
Boom:	Sufficient for the collection/containment of 50% of the planning volume

Geographic Area	Response Times
Higher Volume Port Areas and the Great Lakes	Within 12 hours of discovery of discharge.
River/Nearshore/Offshore	Within 24 hours of discovery of discharge.
Open Ocean	24 hours + travel time from shore at 5 knots.

T-AO 187 CLASS

T-AO 201 SUB-CLASS

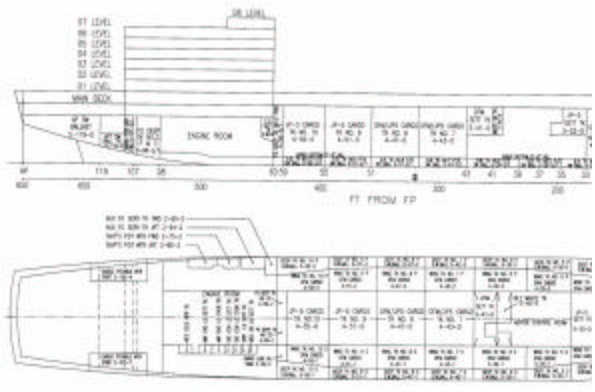
SHIP PARTICULARS

VESSEL CHARACTERISTICS

OFFICIAL NAME.....
USNS.....T-AO
CALL SIGN.....
LENGTH (OA).....677'-6"
LENGTH (BP).....650'-0"
MOLDED BEAM (MAX).....97'-6"
MOLDED DEPTH @ CENTERLINE.....50'-6"
DISPLACEMENT (SUMMER LOAD LINE)..42,382.60 Tons
DEADWEIGHT (SUMME R LOAD LINE).....26,414.67 Tons
SUMMER DRAFT .....36'-0"

PLAN LOCATION

GENERAL ARRANGEMENT.....Chief Engineer's Office
MIDSHIP SECTION PLAN.....Chief Engineer's Office
CARGO & FUEL PIPING PLAN.....Chief Engineer's Office
STOWAGE PLAN .....Chief Engineer's Office
DAMAGE STABILITY DATA.....Chief Engineer's Office
SPILL RESPONSE EQUIPMENT LOCATION.....Main Deck
MATERIAL SAFETY DATA SHEETS.....Ship's Computer



COMPARTMENT	Frames	LTONS (100%)
CARGO OIL TANKS - C.O.T.		
NO. 2 (C)	22-26	682.1
NO. 4 (C)	31-33	907.1
NO. 4 (P)	31-35	394.7
NO. 4 (S)	31-35	394.7
NO. 5 (P)	35-39	625.0
NO. 5 (S)	35-39	625.0
NO. 6 (P)	39-43	764.3
NO. 6 (S)	39-43	764.3
NO. 7 (C)	43-47	1814.2
NO. 7 (P)	43-47	791.7
NO. 7 (S)	43-47	791.7
NO. 8 (C)	47-51	1814.2
NO. 8 (P)	47-51	791.8
NO. 8 (S)	47-51	791.8
NO. 9 (P)	51-55	753.2
NO. 9 (S)	51-55	753.2
NO. 10 (P)	55-60	628.1
NO. 10 (S)	55-60	543.0
SETTLING	41-43	397.0
CONTAM	37-40	130.5
CARGO OIL TANK TOTAL		**15,157.6**

COMPARTMENT	Frames	LTONS (100%)
FUEL OIL TANKS - F.O.T.		
NO. 2 DEEP (P)	59-60	156.1
NO. 2 DEEP (S)	59-60	156.1
NO. 3 DEEP (P)	96-106	439.7
NO. 3 DEEP (S)	96-106	439.7
SERVICE TANK	60-64	75.9
SETTLING TANK	60-64	138.0
AUX. STORAGE TANK	60-68	178.8
AUX. SERVICE TANK FWD	60-64	43.0
AUX. SERVICE TANK AFT	64-72	48.5
AUX. SETTLING TANK	60-72	135.2
FUEL OIL TANK TOTAL		**1811.0**
LUBE OIL TANKS - L.O.T.		
REDUCTION GEAR SETTLING TANK	68-70	17.0
CRP SETTLING TANK	70-72	17.0
DIESEL GENERATOR STORAGE TANK	72-74	17.0
DIESEL GENERATOR SETTLING TANK	74-76	17.0
MAIN ENGINE STORAGE TANK	76-81	42.7
MAIN ENGINE SETTLING TANK	81-86	42.7
LUBE OIL TANK TOTAL		**153.4**

COMPARTMENT
JP-5 CARGO TANKS
NO. 3 TANK (C)
NO. 4 TANK (C)
NO. 7 TANK (C)
NO. 8 TANK (C)
NO. 9 TANK (C)
NO. 10 TANK (C)
SETTLING
CONTAM
JP-5 TANK TC
MISC. TANKS
CONTAM TANK
AUX. CONTAM TANK
RES. FEED WATER
CARGO POTABLE WAT
CARGO POTABLE WAT
CARGO FEED WATER
CARGO FEED WATER
FRESH WATE

RESPONSE RESOURCE CALCULATION

T-AO 201 SUB-CLASS LOA (FT) 677.5

Worst Case Discharge Planning Volumes

OPA GROUP 3 Emulsification Factor 2.0

~~Base Volume~~ **~~193543~~** ~~Barrels~~

Recovery Planning Volumes (Barrels)

Geographic Area:	On Water Recovery	Shoreline Removal		On W Resour (Barrel Tier 1*
Rivers/Canals	58,063	239,993	Required	17,419
			Contracted	1,875
			Additional Identified	15,544
Nearshore/Inland	193,543	193,543	Required	29,031
			Contract Cap	12,500
			Additional Identified	16,531
Offshore	154,834	77,417	Required	15,483
			Contract Cap	12,500
			Additional Identified	2,983
Open Ocean	77,417	No planning required	Required	4,645
			Contract Cap	12,500
			Additional Identified	0

*Resources identified for Tier 1 must be mobilized and en route to the scene within 2 hours of notification.

Response Times:	**Tier 1**	**Tier 2**	**Tier 3**	
Higher Volume Port Area	12 Hrs	36 Hrs	60 Hrs	
Great Lakes	18 Hrs	42 Hrs	66 Hrs	
All Other	24 Hrs	48 Hrs	72 Hrs	
Open Ocean	24+ Hrs	48+ Hrs	72+ Hrs	(Plus travel time from shore at 5 knots)

T-AO 201 SUB-CLASS

RESPONSE RESOURCE CALCULATION

T-AO 201 SUB-CLASS

Average Most Probable Discharge Planning Calculation
(A discharge of 50 barrels during oil transfer operations)

Planning Volume **50** Barrels

Required Resources	Time	Required Amount
Boom	1 hour	Length of boom equal to 2X the length of the largest vessel involved in t **1354.8 feet minimum for this vessel**.
Recovery Devices	2 hours	50 barrels pumping capacity
Storage Capacity	2 hours	100 barrels storage capacity (2X the recovery capacity)

Maximum Most Probable Discharge Planning Calculation
(A discharge of the lesser of: 10% of the vessel's cargo capacity or 2,500 barrels)

Planning Volume **2,500** Barrels

Required Resources

Recovery Capacity:	1,250 barrels per day (50% of the planning volume)
Storage Capacity:	2,500 barrels storage capacity (2X the recovery capacity)
Boom:	Sufficient for the collection/containment of 50% of the planning volume

Geographic Area	Response Times
Higher Volume Port Areas and the Great Lakes	Within 12 hours of discovery of discharge.
River/Nearshore/Offshore	Within 24 hours of discovery of discharge.
Open Ocean	24 hours + travel time from shore at 5 knots.

T-AOE 6 CLASS

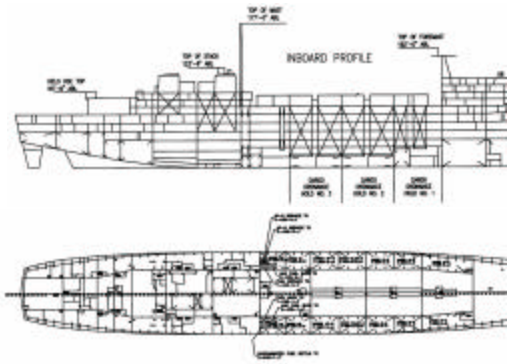
SHIP PARTICULARS

VESSEL CHARACTERISTICS

OFFICIAL NAME .....
USNS ..... T-AOE
CALL SIGN.....
LENGTH (OA).....753'-8.5"
LENGTH (BP).....730'-0"
BREADTH (MLD) .....107'-0"
DEPTH (MLD) ..... 66'-2.5"
DISPLACEMENT LIGHT SHIP ..... 20,732 L Tons
DISPLACEMENT FULL SHIP ..... 53,000 L Tons
LIGHT SHIP DRAFT.....19'-2"

PLAN LOCATION

GENERAL ARRANGEMENT .....Chief Engineer's Office
MIDSHIP SECTION PLAN.....Chief Engineer's Office
CARGO & FUEL PIPING PLAN.....Chief Engineer's Office
STOWAGE PLAN.....Chief Engineer's Office
DAMAGE STABILITY DATA .....Chief Engineer's Office
SPILL RESPONSE EQUIPMENT LOCATION.... Main Deck
MATERIAL SAFETY DATA SHEETS.....Ship's Computer



COMPARTMENT	Frames	LTONS (98%)
CARGO OIL TANKS - C.O.T.		
7-65-0-FF	65-105	1048.53
7-245-0-FF	245-265	662.25
7-395-1-FF	395-425	869.27
7-395-2-FF	395-425	869.27
7-425-1-FF	425-455	697.44
7-425-2-FF	425-455	697.44
7-565-0-FF	565-605	1236.39
CONTAMINATED 3-445-3-F	445-455	34.15
CONTAMINATED 7-430-0-FF	430-445	77.87
CARGO OIL TANK TOTAL		**6192.61**
CONVERTIBLE CARGO TANKS		**(DFM/JP-)**
7-150-0	150-205	2459/2401
7-265-0	265-330	1383/1350
7-330-0	330-395	1383/1350
7-330-1	330-362	931/909
7-330-2	330-362	931/909
CONVERTIBLE CARGO TANK TOTAL		**7087/6010**
OILY WASTE TANKS		
OILY WASTE 7-488-0-F	488-499	77.85
OILY WASTE 7-499-0-F	499-510	73.05
OILY WASTE TANKS TOTAL		**150.9**

COMPARTMENT	Frames	LTONS (98%)
JP-5 CARGO TANKS		
7-45-0-JJ	45-65	331.88
7-105-0-JJ	105-150	1171.07
7-205-1-JJ	205-265	924.74
7-205-2-JJ	205-265	1033.02
7-265-1-JJ	265-297	687.12
7-265-2-JJ	265-297	687.12
7-297-1-JJ	297-330	846.94
7-297-2-JJ	297-330	846.94
7-362-1-JJ	362-395	945.69
7-362-2-JJ	362-395	945.69
CONTAMINATED JP-5 7-205-0-JJ	205-210	56.2
CONTAMINATED JP-5 3-445-2-J	445-455	16.5
CONTAMINATED JP-5 3-445-4-J	445-455	16.5
JP-5 TANK TOTAL		**8509.41**
WATER TANKS		
RESERVE FEED WATER 4-447-2-W	477-488	6.2
RESERVE FEED WATER 4-510-1-W	510-521	6.0
SEAWATER BALLAST 7-16-0-W	15-35	801.97
POTABLE WATER 7-477-2-W	477-488	84.13
POTABLE WATER 7-488-1-W	488-499	72.58
POTABLE WATER 7-488-2-W	488-499	72.58
POTABLE WATER 7-499-1-W	499-510	61.00
WATER TANKS TOTAL		**814.17**

COMPARTMENT
FUEL OIL TANKS - F.O.
5-580-1-F
5-580-2-F
4-605-1-F
4-605-2-F
6-605-0-F
4-625-1-F
4-625-2-F
6-625-0-F
3-685-1-F
3-685-2-F
4-685-0-F
2-141-1&2-F+
2-435-1&2-F+
7-445-1&2-F+
3-365-1&4-F+
5-565-1&2-F+
FUEL OIL T

RESPONSE RESOURCE CALCULATION

T-AOE 6-CLASS LOA (FT) 753.71

Worst Case Discharge Planning Volumes
OPA GROUP 3 Emulsification Factor 2.0

~~Base Volume~~ ~~168678~~ Barrels

Geographic Area:	Recovery Planning Volumes (Barrels) On Water Recovery	Shoreline Removal		On W Resour (Barrel Tier 1*
Rivers/Canals	50,603	209,161	Required	15,181
			Contracted	1,875
			Additional Identified	13,306
Nearshore/Inland	168,678	168,678	Required	25,302
			Contract Cap	12,500
			Additional Identified	12,802
Offshore	134,942	67,471	Required	13,494
			Contract Cap	12,500
			Additional Identified	994
Open Ocean	67,471	No planning required	Required	4,048
			Contract Cap	12,500
			Additional Identified	0

*Resources identified for Tier 1 must be mobilized and en route to the scene within 2 hours of notification.

Response Times:	Tier 1	Tier 2	Tier 3	
Higher Volume Port Area	12 Hrs	36 Hrs	60 Hrs	
Great Lakes	18 Hrs	42 Hrs	66 Hrs	
All Other	24 Hrs	48 Hrs	72 Hrs	
Open Ocean	24+ Hrs	48+ Hrs	72+ Hrs	(Plus travel time from shore at 5 knots)

T-AOE 6 CLASS

RESPONSE RESOURCE CALCULATION

Average Most Probable Discharge Planning Calculation
(A discharge of 50 barrels during oil transfer operations)

Planning Volume **50** Barrels

Required Resources	Time	Required Amount
Boom	1 hour	Length of boom equal to 2X the length of the largest vessel involved in t **1507.4 feet minimum for this vessel**.
Recovery Devices	2 hours	50 barrels pumping capacity
Storage Capacity	2 hours	100 barrels storage capacity (2X the recovery capacity)

Maximum Most Probable Discharge Planning Calculation
(A discharge of the lesser of: 10% of the vessel's cargo capacity or 2,500 barrels)

Planning Volume **2,500** Barrels

Required Resources

Recovery Capacity:	1,250 barrels per day (50% of the planning volume)
Storage Capacity:	2,500 barrels storage capacity (2X the recovery capacity)
Boom:	Sufficient for the collection/containment of 50% of the planning volume

Geographic Area	Response Times
Higher Volume Port Areas and the Great Lakes	Within 12 hours of discovery of discharge.
River/Nearshore/Offshore	Within 24 hours of discovery of discharge.
Open Ocean	24 hours + travel time from shore at 5 knots.

T-AOT TANKER CLASS

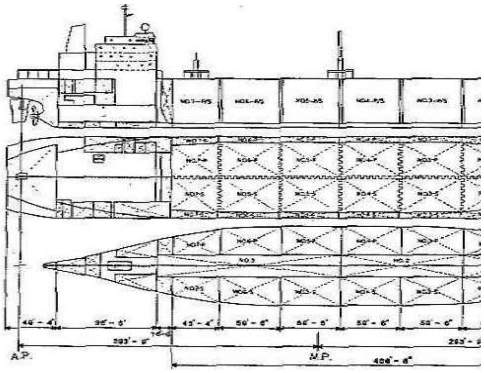
SHIP PARTICULARS

VESSEL CHARACTE RISTICS

OFFICIAL NAME .....
USNS .....T AOT
CALL SIGN.....
LENGTH (OA).....615'-0"
LENGTH (BP)..... 579-9"
BREADTH (MLD) ..... 90'-1.4"
DEPTH (MLD) .....53'-8"
DISPLACEMENT LIGHT SHIP ..... 8,912 Tons
DISPLACEMENT FULL SHIP ..... 41,484 Tons
SUMMER DRAFT .....36' -0.625"
CARGO FUEL OIL PUMPS DFM..... 550 - 880 GPM

PLAN LOCATION

GENERAL ARRANGEMENT .....Port Engineer's Office
MIDSHIP SECTION PLAN .....Port Engineer's Office
CARGO & FUEL PIPING PLAN.....Port Engineer's Office
STOWAGE PLAN .....Port Engineer's Office
DAMAGE STABILITY DATA .....Port Engineer's Office
SPILL RESPONSE EQUIPMENT LOCATION.... Main Deck
MATERIAL SAFETY DATA SHEETS..... Chief Mate or Chief Engineer



COMPARTMENT	Frames	Barrels (98%)
CARGO OIL TANKS -C.O.T.		
NO. 1 (P)	101-94	11,796
NO. 1 (S)	101-94	11,863
NO. 2 (P)	94-88	17,426
NO. 2 (S)	94-88	17,380
NO. 3 (P)	88-82	18,924
NO. 3 (S)	88-82	18,928
NO. 4 (P)	82-76	19,011
NO. 4 (S)	82-76	19,000
NO. 5 (P)	76-70	19,000
NO. 5 (S)	76-70	19,007
NO. 6 (P)	70-64	18,807
NO. 6 (S)	70-64	18,777
NO. 7 (P)	64-60	13,918
NO. 7 (S)	64-60	13,929
SLOP TANK	60-58	4,884
CARGO OIL TANK TOTAL		**237,766**
ENGINE ROOM OIL TANKS .		
F.O. STORAGE (P)	60-49	3460.6
F.O. STORAGE (S)	60-41	5197.3
F.O. SERVICE (P)	49-45	431.4
F.O. SETTLING (F)	57-53	172.1
F.O. SETTLING (A)	53-49	172.1

COMPARTMENT	Frames	Barrels (98%)
ENGINE ROOM OIL TANKS		
F.O. OVERFLOW	35-29	144.3
D.O. STORAGE	44-29	1,715.5
D.O. SERVICE	44-41	166.6
L.O. STORAGE (F)	24-21	315.1
L.O. STORAGE (A)	21-18	259.1
CYLINDER OIL STORAGE NO. 1	37-33	86.4
CYLINDER OIL STORAGE NO 2	37-33	86.4
SEPARATED BILGE OIL (S)	36-29	145
OILY BILGE HOLDING	29-18	262
F.O./ L.O. SLUDGE (P)	49-41	102.3
ENGINE ROOM OIL TANK TOTAL		**12,716.2**
WATER BALLAST TANKS - W.B.T.		
WING BALLAST TANK NO 1 (P)	101-94	5,755.3
WING BALLAST TANK NO 1 (S)	101-94	5,341.1
WING BALLAST TANK NO 2 (P)	94-88	5,814.3
WING BALLAST TANK NO 2 (S)	94-88	5,674.8
WING BALLAST TANK NO 3 (P)	88-82	5,346.8
WING BALLAST TANK NO 3 (S)	88-82	5,207.3
WING BALLAST TANK NO 4 (P)	82-76	5,383.6
WING BALLAST TANK NO 4 (S)	82-76	5,224.8
WING BALLAST TANK NO 5 (P)	76-70	5,384.9
WING BALLAST TANK NO 5 (S)	76-70	5,245.4

COMPARTMENT
WATER BALLAST TANKS
WING BALLAST TANK NO
WING BALLAST TANK NO
WING BALLAST TANK NO
WING BALLAST TANK NO
D.B. BALLAST TANK NO 1
D.B. BALLAST TANK NO 2
D.B. BALLAST TANK NO 3
FORE PEAK TANK
AFT PEAK TANK
WATER BALLAS
ENGINE ROOM WATERT
POTABLE WATER FWD (
POTABLE WATER AFT (S)
DISTILLED WATER (P)
RESERVE FEED WATER (
RESERVE FEED WATER (
SEWAGE HOLDING (S)
ENGINE ROOM V

RESPONSE RESOURCE CALCULATION

T-AOT TANKER CLASS LOA (FT) 615

Worst Case Discharge Planning Volumes
OPA GROUP 3 Emulsification Factor 2.0

~~Base Volume~~ **~~237,766~~** Barrels

Recovery Planning Volumes (Barrels)

Geographic Area:	On Water Recovery	Shoreline Removal		On W Resour (Barrel
Rivers/Canals	71,330	294,830		Tier 1*
			Required	21,399
			Contracted	1,875
			Additional Identified	19,524
Nearshore/Inland	237,766	237,766		Tier 1*
			Required	35,665
			Contract Cap	12,500
			Additional Identified	23,165
Offshore	190,213	95,106		Tier 1*
			Required	19,021
			Contract Cap	12.500
			Additional Identified	6,521
Open Ocean	95,106	No planning required		Tier 1*
			Required	5,706
			Contract Cap	12,500
			Additional Identified	0

*Resources identified for Tier 1 must be mobilized and en route to the scene within 2 hours of notification.

Response Times:	Tier 1	Tier 2	Tier 3	
Higher Volume Port Area	12 Hrs	36 Hrs	60 Hrs	
Great Lakes	18 Hrs	42 Hrs	66 Hrs	
All Other	24 Hrs	48 Hrs	72 Hrs	
Open Ocean	24+ Hrs	48+ Hrs	72+ Hrs	(Plus travel time from shore at 5 knots)

T-AOT TANKER CLASS

RESPONSE RESOURCE CALCULATION

T-AOT TANKER CLASS

Average Most Probable Discharge Planning Calculation
(A discharge of 50 barrels during oil transfer operations)

Planning Volume **50** Barrels

Required Resources	Time	Required Amount
Boom	1 hour	Length of boom equal to 2X the length of the largest vessel involved in t 1230 feet minimum for this vessel.
Recovery Devices	2 hours	50 barrels pumping capacity
Storage Capacity	2 hours	100 barrels storage capacity (2X the recovery capacity)

Maximum Most Probable Discharge Planning Calculation
(A discharge of the lesser of: 10% of the vessel's cargo capacity or 2,500 barrels)

Planning Volume **2,500** Barrels

Required Resources

Recovery Capacity:	1,250 barrels per day (50% of the planning volume)
Storage Capacity:	2,500 barrels storage capacity (2X the recovery capacity)
Boom:	Sufficient for the collection/containment of 50% of the planning volume

Geographic Area	Response Times
Higher Volume Port Areas and the Great Lakes	Within 12 hours of discovery of discharge.
River/Nearshore/Offshore	Within 24 hours of discovery of discharge.
Open Ocean	24 hours + travel time from shore at 5 knots.

T-AOT TANKER CLASS

APPENDIX E

SUBSTANCE SPILL EMERGENCY RESPONSE TEAM (SAMPLE)

RATE	NAME	ASSIGNMENT
Master		In Charge
Chief Mate		Damage Control Officer (DCO)
Chief Engineer		Standby to provide personnel
Watch Engineer		Assist Chief Engineer/Cargo Engineer
Cargo Officer		Assist 1st Officer
Medical Officer		Personnel Safety Advisor
Watch Officer		Assist OSL as directed
Per Ship's DC Bill		On Scene Leader (OSL)
UNREP Boatswain		Team #1 Leader
Ships Boatswain		Team #2 Leader
Boatswain Mate		Rhib Boat
Boatswain Mate		Rig Emergency Fuel Boom
Boatswain Mate		Team# 1 Pump
Boatswain Mate		Team #2 Pump
Boatswain Mate		Launch Rhib Boat
Supply Officer		Issue clean-up gear
YNSK		Assist Supply Officer
YNSK		Assist Supply Officer
YNSK		Assist Supply Officer
YNSK		Assist Supply Officer
Able Seaman (D)		Team # 1 Assist as directed
Able Seaman (D)		Team # 1 Assist as directed
Able Seaman (D)		Team # 1 Assist as directed
Able Seaman (D)		Team # 2 Assist as directed
Able Seaman (D)		Team # 2 Assist as directed
Able Seaman (D)		Team # 2 Assist as directed
Able Seaman (D)		Rhib Boat Crew
DEMACH		Rhib Boat Crew
DEMACH		Assist OSL

OICMILDEPT will report to the bridge to assist the Master with drafting messages and making voice notifications.

SUBSTANCE SPILL EMERGENCY RESPONSE TEAM (SAMPLE)

RATE	NAME	ASSIGNMENT

APPENDIX F

OIL TRANSFER PROCEDURES

Ensure that the crew understands the cargo handling requirements described in 46 CFR 35.35, COMSCINST 5090.1C, 33 CFR 155 Subpart C, and the ship's specific cargo transfer procedures.

Preparation:

The Chief Mate should review and update the specific transfer procedures for the ship, and ensure they are in accordance with the requirements listed here.

From 46 CFR 35.35, Cargo Handling:

1) The senior deck officer on duty shall ensure that a sufficient number of the crew shall be on duty to safely perform cargo transfer operations.

2) Each transfer operation and cleaning of cargo tank is supervised by a person qualified to be the person in charge by possessing sufficient training and experience with the relevant characteristics of the vessel to safely conduct such operations.

3) The senior deck officer on duty shall see that all scuppers are properly plugged during transfer operations, except on tank vessels using water for deck cooling.

4) Sea valves shall be closed and lashed, or sealed to indicate that they should not be open during cargo operations. Under no circumstances shall those valves be secured by locks.

5) Movement of the ship during cargo transfer operations shall be taken into account. Suitable material shall be used in joints and couplings to insure that connections are tight. A bolted flanged coupling must have no less than four bolts, under any circumstances.

6) When cargo connections are supported by ship's tackle, the senior deck officer on duty shall determine the weights involved in order to insure that sufficient tackles are used.

7) Pans or buckets shall be placed under cargo hose connections on the tank vessel.

Prior to the transfer of cargo, the senior deck officer on duty shall inspect the vessel to assure himself that the following conditions exist (Declaration of Inspection, 46CFR 35.35-30) and are met prior to giving approval to start the transfer:

1) Are warnings displayed as required?

2) Is there any repair work in way of cargo spaces being carried out for which permission has not been given?

3) Have cargo connections been properly made (see 4 and 5 above) and are cargo valves set?

4) Have all cargo connections been made to the vessel's pipeline (cargo main), and not through an open-end hose led through a hatch?

5) Are there any fires or open flames present on the deck, or in any compartment which is located on, open, or adjacent to or facing that part of the deck on which the cargo connections have been made?

6) Has the shore terminal or other tank vessel concerned reported itself in readiness for transfer of cargo?

7) Are all sea valves connected to the cargo piping system closed?

8) If grades A, B, and C cargoes are being loaded, has an inspection been made to determine whether galley and boiler fires can be maintained with reasonable safety?

9) If grades A, B and C cargoes are being loaded, has an inspection been made to determine whether smoking may be permitted with reasonable safety in areas other than the weather deck?

10) If smoking is to be permitted, have those areas been designated?

11) Is the inert gas system being operated to maintain an inert atmosphere in the cargo tanks?

12) Have the applicable sections of the vessel response plan (COMSCINST 5090.5A) been reviewed before commencing transfer, and arrangements or contingencies made for implementation of the Plan should the need arise?

If a transfer operation includes the collection of cargo vapor from a vessel's cargo tanks through a vapor control system not located on the vessel, the Declaration of Inspection must include the following as an appendix:

1) Is each part of the vapor collection system aligned to allow vapor to flow to the facility vapor connection or, if lightering, to the other vessel?

2) Are the vapor collection hoses or arms connected to the vessel's vapor collection connection?

3) Are the vessel and facility vapor connections electrically isolated?

4) Have the initial transfer rate and the maximum transfer rate been determined?

5) Have the maximum and minimum operating pressures at the facility vapor connection, or vessel vapor connection, if lightering, been determined?

6) Have all alarms (high level and overfill protection, and vapor collection system oxygen content alarms) been tested within 24 hours prior to the start of transfer operations and found to be operating properly?

7) Is each vapor recovery hose free of loose covers, kinks, bulges, soft spots, or any other defect which would permit the discharge of vapors through the hose material, and gouges, cuts, or slashes that penetrate the first layer of hose reinforcement?

8) Has the oxygen concentration of all inerted cargo tanks been verified to be 8 percent or less?

The senior deck officer on duty shall control the transfer operation as follows:

1) Supervise the operation of cargo system valves.

2) Start transfer of cargo slowly.

3) Observe cargo connections for leakage.

4) Observe operating pressure on cargo system.

5) Observe rate of loading for the purpose of avoiding overflow of tanks.

Cargo transfer operations shall not be started, or if started, shall be stopped under the following conditions:

1) During severe electrical storms.

2) If a fire occurs on the wharf, on the tanker, or in the vicinity.

From 33 CFR 155 Subpart C

Transfer Procedures shall:

1) Be current, legibly printed and available for inspection.

2) Be posted or available at a place where the procedures can be easily seen and used by members of the crew when engaged in transfer operations.

3) Contain the information required in 33CFR155.750 and referenced in COMSCINST 5090.1C Section 4-5.

No person may intentionally drain oil or HM from any source into the bilge of the vessel.

Emergency shutdown measures must be operational and available for use from the cargo deck, control room or normal operating station of the person in charge.

The vessel must have continuous two-way communications between the persons in charge on each vessel.

Deck lighting must be available and adequate to illuminate the transfer operations work area, each transfer point and where needed.

Closure devices must be used:

1) For transfer hose not connected for the transfer of oil

2) Be properly used for expansion trunk hatches, ullage openings, sounding ports, tank cleaning openings and other openings that maintain the seaworthy condition of the vessel and prevent the inadvertent release of oil in the event of an accident.

Records will be maintained documenting the:

1) Person in charge of transfer operations.

2) Testing and inspection data of transfer equipment.

GENERAL OIL TRANSFER PROCEDURES

1. The licensed deck officer on watch will be designated the "Person in Charge," under the direction and responsibility of the Chief Officer.

2. The Chief Officer, under the direction and responsibility of the Master, shall ensure that the designated "Person in Charge" is qualified and instructed in the vessel's transfer equipment and emergency shutdown procedures.

3. A pre-transfer conference will be held with the "Person in Charge" of the shore facility. Execute the Declaration of Inspection, agree on tank/product sequence, transfer rate, communications, and procedure to be followed in the event of an emergency.

4. Each crewmember engaged in the oil transfer operation shall familiarize himself with the line diagram of the vessel's piping, pumps, valves, etc.

5. Every licensed deck officer, prior to going on watch on deck, shall sign the Declaration of Inspection noting time and date, and shall also sign the loading/discharging orders.

6. Prior to pumping, permission will be requested from the Master. Before commencing any oil transfer, the Chief Mate, and officer on watch, shall assure themselves that all valves are properly set, sea suctions closed and sealed, manifolds blanked except where hoses are connected, drains closed, ullage screens in, scupper plugs in and tight, warning signs posted, bravo flag up, vessel moored properly and all USCG regulations observed. Frequent inspections of these items shall be conducted throughout the cargo transfer operation. Overboard lookouts to be posted to watch for any spillage or discharges.

IF OIL FROM AN UNKNOWN SOURCE IS SIGHTED, STOP PUMPING IMMEDIATELY AND FIND OUT WHERE IT IS COMING FROM!

7. All fuel oil transfers shall be performed during daylight hours or with adequate lighting.

8. Each relieving deck officer shall be instructed in the transfer operation by the officer being relieved, and the relieving officer must sign the Declaration of Inspection. This applies to Port Relief Officers also.

9. Prior to transfer of fuel oil, the Chief Engineer will ascertain that the transfer pump overboard valve(s) are closed and sealed.

10. Deck watch officer to be notified of pending transfer and times of starting and completion.

11. Each officer shall assign his men to their various duties such as handling valves, checking tank ullages, checking mooring lines to make sure that vessel is properly secured and that cargo hoses have sufficient slack.

12. All crewmen on watch shall be instructed in the use of the emergency shutdown station and also are to be in constant contact with the officer in charge.

13. The Watch Engineer and pumpman shall open necessary tank suction valves as specified by the Chief Mate and shall unlock and open discharge valve to ship's bunker tanks to be filled, and ensure that all other valves in the system are closed.

14. When topping off a cargo tank; the officer shall watch the tank ullage of the tank or tanks being filled and ensure that transfer to other tanks will proceed smoothly. Constant vigilance is essential!

15. When a tank is topped off, the officer on watch must ensure that no more cargo is going into that tank due to leaking or slightly open valves. Upon completion of bunkering, the transfer pump shall be secured and all valves of the system returned to a closed and/or locked position and the deck Watch Officer notified that pumping is completed.

16. When loading cargo, the officer on watch shall ensure that a slack tank is available for use as an overflow tank.

17. Frequent inspections must be made over the side to detect any possible leakage into the water, so prompt action may be taken to reduce pollution.

18. Frequent rounds of the pumproom are a necessity during both discharging and loading operations, and the officer on watch shall see that this is done to avoid fires or flooding of the pumproom.

19. In case of an oil spill, shut down all cargo operations. If from an overflowing cargo tank, gravitate into a slack tank on the same system. Notify terminal immediately so that cleanup operations in the water can be taken care of immediately, and follow the notification procedures in the contingency plan. Activate the Spill Emergency Response Team and ensure containment of the spill. If spill is contained on deck, pump recoverable oil into designated tank and clean remainder from deck surfaces prior to resuming transfer operations.

20. Whenever an officer is on deck during loading or discharging operations, and is in doubt about the transfer operations, he should shut down immediately and notify Chief Mate or Master. This includes proximity of lightning, a fire on the vessel or in the vicinity.

APPENDIX G

OIL AND HAZARDOUS SUBSTANCES (OHS) SPILL RESPONSE KIT AEL C-5500-28001

1. Explanation of Columns for OHS Spill Response Kit:

   a. Item Name

   b. COG Number

   c. Stock Number

   d. Column 1: quantities required for:

      T-ATF, T-AG, T-AGS and T-ARC class ships

   e. Column 2: quantities required for:

      T-AOE, T-AO, T-AFS, T-AGM, T-AE, T-AKR, T-AH and T-AOT class ships

MSC OIL AND HAZARDOUS SUBSTANCES (OHS) SPILL RESPONSE KIT

Item Description	COG	Stock Number	Column 1	Column 2
Spill Containment Material				
Sorbent Sweep (18" x 100' bale)	9G	4235-01-281-4608	8 ea	16 ea
Sorbent Sheet (18"x18" - 100 sheet/bale)	9G	4235-01-219-7414	1 be	2 be
Oil & Water Absorbent (20/bx) (Absorbent Pillow)	9Q	7930-01-353-6414	1 bx	1 bx
Sorbent Sox (15/bx)	9Q	7930-01-353-6415	1 bx	1 bx
Decontaminating Agent (15lb/cn)	9G	6850-01-230-8556	1 cn	2 cn
Steel Drum (30 gal)	9Z	8110-00-866-1728	2 ea	4 ea
Plastic Bags (100/bx)	9Q	8105-01-183-9764	2 bx	2 bx
Scrub Brush	9Q	7920-00-282-2470	12 ea	12 ea
Brush Handle	9Q	7920-00-141-5452	6 ea	12 ea
Rubber Dustpan	9Q	7920-00-616-0109	6 ea	12 ea
Squeegee	9Q	7920-00-224-8339	6 ea	12 ea
Tongs	9Q	7330-00-616-0998	3 ea	6 ea
Sealing Tape	9Q	7510-01-362-7043	1 ro	2 ro
Personal Protective Equipment (PPE)				
Disposable Coveralls, Large (6/cs) (Saranex Coated)	9D	8415-01-415-7450	1 cs	2 cs
Disposable Coveralls, Medium (6/cs) (Saranex Coated)	9D	8415-01-415-7451	1 cs	2 cs
Coveralls, Medium	9D	8415-00-601-0794	6 ea	12 ea
Coveralls, Large	9D	8415-00-601-0797	6 ea	12 ea
Toxicological Gloves	9D	8415-00-753-6553	3 pr	6 pr
Chemical & Oil Gloves (Sz 10)	9D	8415-01-013-7382	12 pr	24 pr
Surgeon's Gloves (50/pkg)	9L	6515-01-149-8841	1 pkg	2 pkg
Air Filtering Mask (20/bx)	9D	4240-01-246-0314	1 bx	1 bx
Air Filtering Respirator (12/bx)	9Z	4240-01-300-9411	1 bx	1 bx
Air Filtering Respirator	9Z	4240-01-022-8501	6 ea	12 ea
Air Filtering Respirator Cartridge, Organic Vapor/Acid (10/bx)	9Z	4240-01-103-8475	2 bx	4 bx

Item Description	COG	Stock Number	Column 1	Column 2
Air Filtering Respirator Cartridge, Organic Vapor (10/bx)	9Z	4240-01-230-6894	2 bx	4 bx
Chemical Goggles	9Z	4240-00-190-6432	12 pr	24 pr
Accessories				
Accessories Storage Box	9C	2540-00-348-7792	2 ea	4 ea
* Blue Litmus Paper (100/bx)	9L	6640-00-290-0146	1 bx	1 bx
Guide for Hazardous Material Incidents, Emergency Response Handbook	9Z	7610-01-350-5837	1 ea	1 ea
Non-Regulated Hazardous Material (Spill Residue) Label	1H	MSC 4400/5 (10/97)	1 pkg	1 pkg
** PCB Identification Label	1H	NAVSEA 5090/3 1L 0116-LF-008-6500	1 pkg	1 pkg
*** Tending Line (50 ft)	9Q	4020-00-968-1350	1 rl	1 rl
**Snap Hook	9Z	5340-00-275-4584	8 ea	16 ea
Notes/Remarks				
* Litmus Paper not stocked in wholesale system, must procure locally.				
** Requisition from NAVICP-Phila.				
*** Two 50 ft Tending Lines will be fabricated by ship's force using snap hooks and tending line. The tending lines are 50 ft long (for each sorbent sweep) with snap hooks at each end.				

APPENDIX H

OIL SPILL PREVENTION AND MITIGATION TRAINING JOURNAL

VESSEL NAME _____

DATE	TYPE*	TRAINING CONDUCTED	INSTRUCTOR

*** Type of drill**

1. **PRE-LOADING**
2. **CREW TURNOVER**
3. **MONTHLY**
4. **SEMIANNUAL**
5. **ANNUAL**
6. **OTHER** ***(describe under "Training Conducted")***

Page ___ of ____

APPENDIX I

ESTIMATING OIL SPILL MOVEMENT AND VOLUME

1. Oil slicks move under the influence of wind and current. Wind is a prominent factor on open water. A slick usually moves at a speed of 2 - 4 percent of the wind velocity and, in the northern hemisphere, slightly to the right of the direction in which the wind is blowing. In the absence of wind, and in places such as rivers, currents will control the slick's movement.

2. A rough estimate of the volume of oil on the water can be made from the appearance of the slick. The following can be used to roughly estimate spill quantity:

STANDARD TERM	GALLONS OF OIL PER SQUARE MILE	APPEARANCE
Barely visible	0 - 25	Barely visible under favorable light
Silvery	50	Silvery sheen
Faint colors	100	Slightly colored sheen
Brightly colored	200	Slightly colored bands
Dull	600	Dull brown
Dark	1,300	Dark brown

NOTE: A 1-inch thickness of oil equals 5.61 gallons per square yard or 17,378,709 gallons per square mile.

APPENDIX J

ACRONYM LIST

AEC	Area Environmental Coordinator
BOA	Basic Ordering Agreement
CDO	Command Duty Officer
CFR	Code of Federal Regulations
CHEMTREC	Chemical Transportation Emergency Center
COTP	USCG Captain of the Port
CPX	Command Post Exercise
DCO	Damage Control Officer
DFM	Diesel Fuel Marine
DoD	Department of Defense
E-CAT	Environmental Command Assistance Team
EEZ	Exclusive Economic Zone
EP	Environmental Protection
EPA	Environmental Protection Agency
ESSM	Emergency Ship Salvage Materials
FCC	Fleet Command Center
FIC	Facility Incident Commander
FOSC	Federal On Scene Coordinator
FWPCA	Federal Water Pollution Control Act
HM	Hazardous Material
HS	Hazardous Substance
HW	Hazardous Waste
ICS	Incident Command System
ICS	International Chamber of Shipping
IMO	International Maritime Organization
MSC	Military Sealift Command
MSDS	Material Safety Data Sheets
NAVSEA	Naval Sea Systems Command

NCC	National Command Center
NCP	National Contingency Plan
NIIMS	National Interagency Incident Management System
NMCC	National Military Command Center
NOSC	Navy On Scene Coordinator
NRC	National Response Center
NSF	National Strike Force
NSTM	Naval Ship's Technical Manual
NWP	Naval Warfare Publication
OCIMF	Oil Companies International Marine Forum
OHS	Oil and Hazardous Substance
OICMILDEPT	Officer in Charge, Military Department
OOD	Officer of the Deck
OPA-90	Oil Pollution Act of 1990
OPREP	Operational Report
OSL	On Scene Leader
OSRO	Oil Spill Response Organization
PAO	Public Affairs Officer
POL	Petroleum, Oil or Lubricating Oil
PPE	Personal Protective Equipment
PREP	Preparedness for Response Exercise Program
QI	Qualified Individual
REC	Regional Environmental Coordinator
RIC	Regional Incident Commander
SITREP	Situational Report
SOSC	State On Scene Coordinator
SUPSALV	Navy Supervisor of Salvage
USCG	United States Coast Guard
USDAO	US Defense Attaché Office
USTRANSCOM	US Transportation Command